

AMERICAN RAILROAD JOURNAL.

**STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.**

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.
SECOND QUARTO SERIES, VOL. XXXIII., No. 13. SATURDAY, MARCH 31, 1877. [WHOLE No. 2,186, Vol. L.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS:

Maine Central Railroad.....	393
Philadelphia and Reading Railroad.....	393
Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	393
Pacific Mail Steamship Co.....	395
Illinois Central Railroad.....	395
Chicago, Burlington and Quincy Railroad.....	395
Railroad Earnings.....	399
Federal and State Securities.....	400
Railroad Bond and Share Lists.....	401, 410
Financial and Commercial Affairs.....	417
Redemption of Five-twenty Bonds.....	419
New York and Long Island Bridge Co.....	419
Railroad and Canal Dividend Statement.....	421
Maryland Coal Co.....	422
Baltimore and Cumberland Valley Railroad.....	422

American Railroad Journal.

New York, Saturday, March 31, 1877.

Maine Central Railroad.

We gave last week a statement showing that while the gross earnings of the road had decreased \$55,285 70, the expenses had decreased \$105,066 82, making an increase in the net earnings of \$49,781 12. We would now add that the liabilities of the company outstanding December 31, 1876, compared with those of the preceding year, show a decrease of \$62,735 29. President Coburn says that the Directors are fully satisfied that the financial condition of the road has been very considerably improved during the year, and that when the times improve the road, under judicious and prudent management, cannot fail to give very gratifying returns to its stockholders.

The relations of the company with connecting roads have been harmonious and friendly.

The road has been remarkably free from accident or damage the past year.

Superintendent Tucker in his report states that the total number of miles run by trains during the past year was 1,221,967; decrease in mileage from 1875, 18,018 miles. Number of passengers transported in 1876 was 693,199; tons of freight transported, 382,942.

The amount of rolling stock remains about the same, all of which is in excellent condition.

The number of passengers transported to Boston last year was 31,489. The largest number of passengers transported to any place was to Augusta, the total number being 119,186. To Portland was transported 112,136; Bangor, 52,325; Lewiston upper station, 30,570; Lewiston lower station, 50,258; Waterville, 34,940; Farmington, 15,402; Belfast, 11,722; Bath, 49,140; Brunswick, 20,841; Richmond, 10,445; Gardiner, 30,431; Hallowell, 26,786; Skowhegan, 11,669; Auburn, 12,317; Dexter, 11,301.

The number of miles owned by the Maine Central is 307½; leased lines, 47½; total miles operated, 355.

Philadelphia and Reading Railroad.

The following is a corrected statement of the arrangement of the Philadelphia and Reading Railroad Company with its creditors:

1. The interest on the mortgages coming first and second in the order of priority of lien is to be paid in full.

2. The interest coupons on the general mortgage bonds, for three years from July, 1877—i.e., the next six ensuing coupons—to be paid one-half in cash and the remaining half in scrip bearing interest, to be paid three years after the date of the respective coupons.

3. All payments of coupons of the debenture bonds to be suspended for the next five years, and scrip bearing interest to be at once given.

4. Ten per cent of the floating debt obligations maturing in April, 1877, to be paid in cash, the remaining 90 per cent to be renewed for the same period as the respective existing notes, and the several creditors to continue to hold the collaterals now in their hands without diminution thereof.

The Ledger, from which the above was obtained, says it is believed that the creditors on floating debt will accept the propositions as to their claims, and that the bondholders, both foreign and domestic, will raise no serious objections to the plan.

Central Railroad of New Jersey.

At a meeting of the bondholders of the Central Railroad Company of New Jersey, held in this city on the 23d inst., the Receiver read a statement giving the mortgages of the company as follows:—First mortgage, \$5,000,000; interest, due August 1, \$175,000. Convertible, \$4,400,000; interest due May 1, \$154,000. Consolidated, \$15,000,000; interest due April 1, \$262,500. Newark and New York, \$600,000; interest due July 1, \$21,000. Ten year loan, \$3,278,000; interest due March 1, \$114,730. Due employees, \$403,427. He further stated that the first mortgage bonds would be paid and the second would not. Mr. Royal Phelps was appointed chairman of the meeting. A committee consisting of R. L. Kennedy, A. M. Lewis, J. Edgar Johnson, John S. Kennedy and Theodore Dwyer was appointed on behalf of the consolidated bondholders to ascertain and report what steps should be taken to protect their interest.

est due May 1, \$154,000. Consolidated, \$15,000,000; interest due April 1, \$262,500. Newark and New York, \$600,000; interest due July 1, \$21,000. Ten year loan, \$3,278,000; interest due March 1, \$114,730. Due employees, \$403,427. He further stated that the first mortgage bonds would be paid and the second would not. Mr. Royal Phelps was appointed chairman of the meeting. A committee consisting of R. L. Kennedy, A. M. Lewis, J. Edgar Johnson, John S. Kennedy and Theodore Dwyer was appointed on behalf of the consolidated bondholders to ascertain and report what steps should be taken to protect their interest.

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings and expenses of this road for the years ending December 31, 1875 and 1876, were as follows:

Earnings:	1875.	1876.
From passengers....	\$774,933 75	\$800,828 26
" freight.....	2,647,225 39	2,587,009 40
" express.....	81,069 04	77,646 63
" mail.....	82,404 76	79,528 14
" rents.....	52,044 01	49,655 37
" interest and dividends.....	136,540 33	131,790 06
	\$3,774,217 28	\$3,676,457 86

Expenses, viz:	1875.	1876.
Freight expenses....	\$756,268 32	\$856,880 81
Passenger expenses..	227,370 52	260,515 14
Legal expenses.....	14,763 44	15,628 45
General expenses....	114,778 27	108,396 50
Repairs of locomotives	184,215 96	179,040 72
Repairs of pass. cars..	57,118 25	70,091 66
Repairs of freight cars	189,761 53	200,338 22
Repairs of track.....	478,018 71	410,613 50
Repairs of buildings..	62,468 63	64,342 21
Repairs of fences....	20,022 98	15,066 17
Repairs of bridges....	25,848 48	32,192 93
Oil and waste.....	50,586 25	56,873 57
Fuel account.....	308,765 65	281,927 66
Stock damages.....	6,475 82	5,062 23
Loss and damages....	18,109 10	13,695 24
Gratuities & damages.	41,105 73	24,798 34
Telegraph expenses...	42,485 00	46,748 05
Balance car service..	144,715 82	160,368 22

	\$2,726,876 47	\$2,801,565 62
Earnings less exp. \$1,047,840 81		\$874,892 24
Add balance from previous year..		222,587 74
Total.....		\$1,097,479 98

Disbursed as follows, viz:

Taxes	\$171,974 32
Interest on bonds	428,882 50
Sundry accounts charged off as worthless	2,819 30
Surplus December 31, 1876	494,803 86

Total, as above.....\$1,097,479 98

The gross earnings in 1875 were \$3,774,217 28, and the total expenses, including taxes and interest, were \$3,273,956 09, leaving a balance of \$500,261 19. In 1876, the earnings were \$3,676,467 86, the expenses \$3,401,922 44, and the balance, after payment of taxes and interest, \$274,535 42. The ratio of expenses to earnings in 1875 was 72.25 against 76.20 in 1876. The President in his report says:

The gross earnings have fallen off \$97,759 42, and the total operating expenses have increased \$74,689 15, compared with the results of the preceding year.

The movement of freight tonnage exceeds in amount that of any former period, and the volume of passenger traffic has also considerably increased.

There have been transported 311,785,948 tons of freight one mile, at the average gross rate of 0.814 cents per ton. This is an increase of more than forty-eight million tons over the movement of 1875, with a decrease in gross earnings of \$110,215 99.

The average passenger rate has also fallen below the rate of the preceding year.

As low as were the rates of 1875, it is to be observed that their maintenance upon the traffic of 1876, would have increased the net earnings of the year \$711,467 46!

Early in the Spring a new disagreement arose between the trunk lines, over the export business of the country; the lines engaging in a bitter strife, as each one for itself sought to secure the carriage of a certain proportionate part of this tonnage between competitive Western points and the respective seaboard cities.

And thus the deplorable result for seven months of the twelve, was an enormous through tonnage carried at loss, and with much of the other business of the road injuriously affected by the contest.

The management was powerless to prevent or remedy the trouble, and it was and is impossible to abandon or withdraw from this competitive business, without which the revenue of the road would at once become inadequate.

With all possible watchfulness and proper economy the affairs of the railway have been conducted and its traffic protected. But, as was remarked in the last report, it is only by the restoration and maintenance of a just and reasonable compensation for the carriage of traffic, that net earnings can be increased, and regular dividends, however moderate, be assured.

During the year the bonded debt has been decreased \$56,000 00. The total outstanding bonds of the company now amount to \$6,114,000 00.

There has been advanced to the Indianapolis and St. Louis Railroad the sum of \$205,000 00, and to the Cincinnati and Springfield Railway the sum of \$258,499 85.

The construction accounts for the year amount to \$400,177 05, and include the cost of completing the Brightwood shops upon the Indianapolis division, and the erection of coal pockets upon the Company's Central Tract Docks at Cleveland.

The Indianapolis and St. Louis and the Cincinnati and Springfield, the roads in which this company is so largely interested, have suffered badly from the demoralized traffic rates of the year.

The consolidated working arrangement between the Indianapolis and St. Louis and the Terre Haute and Indianapolis Railroads has given good results, and has realized in the main, all favorable anticipations. Had the rates of 1875 been maintained upon its freight traffic, the Indianapolis

and St. Louis Line throughout the year would have required no advances, and would have shown some surplus earnings.

A similar result would have attended the operations of the Cincinnati and Springfield Line, if upon its traffic the rates of 1875, low as they were, could have been obtained.

In November a consolidated working arrangement took effect, between the Cincinnati and Springfield and the Cincinnati, Hamilton and Dayton Railroads, for a thoroughly effective and economical management of the two lines between Dayton and Cincinnati, and to continue, it is hoped, with good results for the companies and the public.

And with the railway thus benefitted by the strengthening of its leased and connecting lines, and in good order and condition throughout; in better position than ever before, to transport a large traffic cheaply and promptly, there is required for its future financial prosperity but one thing, viz: the re-establishment and continuance of adequate traffic rates; rates which shall yield a reasonable profit above the cost of service.

There has been no parallel to the extraordinary experience of 1876 in the history of the railway.

The line covered with trains, and overburdened with traffic, was worked to its fullest capacity, and yet whilst impossible to obtain actual cost in the work of much of the transportation service the low priced traffic could not have been abandoned without imperiling the best interests of the railway.

A fire in the month of August, destroyed the freight house at Cincinnati of the Cincinnati and Springfield Railway, and consumed a very considerable amount of property stored therein.

It is believed that no responsibility attaches to the company in consequence of this loss.

The freight house has been rebuilt and the terminal facilities of the Cincinnati and Springfield Line have been increased and improved.

The thanks of the board are tendered to the officers and employes for their continued faithful service.

The number of locomotives in service at the close of the year was 140, classified as follows: freight, 86; passenger, 24; switching, 30.

The mileage of the year was: for passenger service, 1,041,270; for freight service, 3,509,424; for construction, fuel and repairs, 132,184—total, 4,682,878, an increase, compared with the preceding year, of 524,287.

The passenger and freight equipment in service at the close of the year was as follows: 38 passenger, 13 smoking, 8 sleeping, 2 parlor, 1 directors', 1 paymaster's, 17 baggage and express, 3 U. S. postal, 1 mail, 1869 box, 256 stock, 653 flat, 677 coal, 63 caboose, 5 derrick, and 2 relief tool cars.

The equipment for the Cincinnati and Springfield line was as follows: 16 locomotives, 15 passenger, 6 baggage, 2 U. S. postal, 100 box, 100 stock, 100 coal, and 10 caboose cars.

The total number of passengers carried was 800,808; of whom 719,042 were way, and 81,766 through. Number of passengers carried one mile, 36,042,780. Average rate per passenger per mile, 2.222 cents against 2.541 cents in 1875, 2.716 cents in 1874, and 3.009 cents in 1873.

The total number of tons of freight carried was 1,745,367; of which 1,122,428 tons were through and 615,988 way. Of the through freight 912,840 tons were carried eastward and 216,589 westward. Of the way freight, 365,544 tons were carried eastward, and 250,394 westward. Total eastward bound, 1,278,384; do. westward do. 466,983. Number of tons carried one mile, 311,785,945.

Average rate per ton per mile, 0.814 cents, against 1.005 cents in 1875, 1.192 cents in 1874, and 1.362 cents in 1873.

The renewals for the year embrace the following: 155,064 cross ties, 2,169.76 gross tons Bessemer steel rail, 2,561.88 gross tons re-rolled iron rail, 249,940 lbs. railroad spike, 218,690 iron joint splices, 131,500 lbs. track bolts and nuts, 7,650 repaired rails, and 10,500 cubic yards ballast. 50¼ miles of track were re-laid during the year—23 miles with Bessemer steel rails, and 27¼ miles with re-rolled iron rails.

The general repairs of the track during the year were sufficient to put it in as good condition as usual at the commencement of the winter, but the frosts have proved quite severe on the rail, which will need fully as large renewals for the coming year as usual.

ABSTRACT OF LEDGER BALANCES, Dec. 31, 1876.

ASSETS.	
Construction.....	\$17,978,558 42
Materials on hand:	
For repairs of track....	\$112,771 50
For repairs of cars and engines.....	196,600 78
For fuel and oil and waste	38,863 02
	848,235 30
Cash and cash assets:	
Cash in hands of treasurer	\$79,270 37
Bills receivable.....	468,230 70
Due from Post Office Department.....	11,723 73
Due from agents and others.....	73,313 92
Due from other railroad companies	140,607 97
	773,446 69
Other assets:	
Indianapolis & St. Louis Railway stock, cost..	\$300,000 00
500 Indianapolis and St. Louis 2d Mort. bonds, cost	458,750 00
249 Indianapolis and St. Louis Equipment bonds, cost.....	218,000 00
Indianapolis and St. Louis Railway Trustees, cost.....	73,998 40
526 Cincinnati & Springfield Railway 2d Mortgage bonds, cost.....	526,000 00
Cincinnati and Springfield Railway, advances to, cost.....	1,073,219 18
Dayton and Union R. R. bonds and stock, cost,	129,235 77
85 Columbus Union Depot Co.'s bonds, cost.	48,000 00
Columbus Union Depot Co.'s stock, cost.....	37,298 75
1 Ohio and Mississippi (Springfield Division) bond, cost.....	1,000 00
2 Scioto and Hocking Valley R. R. bonds, cost	2,000 00
Merchants Despatch Co.'s stock, cost.....	25,000 00
Anderson, Lebanon and St. Louis R. R. stock, cost	1,269 14
Wood lands.....	37,634 92
Real estate	3,965 31
Pendleton Stone Quarry	4,706 76
	2,940,078 23
	\$22,040,318 64

LIABILITIES.	
Capital stock.....	\$15,000,000 00
Less owned and held by the company.....	8,200 00
	\$14,991,800 00
Cleveland, Columbus and Cincinnati Railroad Co. bonds, \$25,000 falling due each year.....	200,000 00
Bellefontaine and Indiana Railroad 1st Mortgage bonds.....	435,000 00
Indianapolis, Pittsburgh and Cleveland R. R. 1st Mortgage bonds, past due.....	1,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. 1st Mortgage Sinking Fund bonds.....	3,000,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. 1st Consolidated Mortgage bonds.....	2 478,000 00
Bills payable.....	60,000 00
New York dividends, unpaid.....	19,681 28
Bills audited.....	360,033 50
Balance to surplus account.....	494,803 86
	\$22,040,318 64

President.—J. H. DEVEREUX.

Vice President.—H. B. HURLBUT.

Directors.—J. H. Devereux, H. B. Hurlbut, S. Burke, James Barnett, L. M. Hubby, T. P. Handy, Amos Townsend, Cleveland; B. S. Brown, Columbus; R. M. Shoemaker, Cincinnati; H. J. Jewett, Hermann R. Baltzer, F. L. Leland, Walton Ferguson, New York.

Secretary and Treasurer.—GEO. H. RUSSELL.

Assistant Sec'y and Treasurer.—GEO. S. RUSSELL.

General Superintendent.—E. S. FLINT.

Chief Engineer.—FRANK FORD.

Auditor.—A. ELY.

The Chillicothe, Ohio, Advertiser says that a new narrow gauge railroad is contemplated, running from Haydenville on the Columbus and Hocking Valley Railroad to connect with the Dayton and Southeastern Railroad seven miles east of Washington C. H. But little work will be required to construct the roadbed as it is the purpose of the company to follow the course of the Big Pine creek bottom. The road is to run through Adelphi, Kingston and Clarkesburg in Ross county. What is known among civil engineers as a horseback survey, has been made for the road to bring it to Chillicothe to connect with the Dayton and Southeastern Railroad, as it would require thirteen miles less road to reach that point than the point seven miles east of Washington. If the road is constructed to Chillicothe it is to be run down the Kianickinnick to the Scioto Valley, and thence to the city.

In the U. S. Supreme Court, in the case of Mackall, Jr., vs. Chesapeake and Ohio Railroad Company—error to the Supreme Court of the District of Columbia—it is held that the question of forfeiture by non-user of a privilege granted to a corporation must be determined in a suit by the public authorities, and will not be considered in a suit brought by a private party. Affirmed. Mr. Justice Miller delivered the opinion.

At a special meeting of the stockholders of the Boston, Winthrop and Point Shirley Railroad, in Boston on the 26th inst., the directors were authorized to issue bonds not exceeding \$12,000 in amount for five years, bearing interest not exceeding 7 per cent. per annum, to fund the debt of the Company contracted in completing

the railroad from Winthrop Junction to Point Shirley.

Pacific Mail Steamship Co.

The following report was submitted on the 27th inst. to the stockholders of the Pacific Mail Steamship Company by the President:

OFFICE PACIFIC MAIL STEAMSHIP COMPANY,
No. 6 BOWLING-GREEN,
NEW YORK, March 26, 1877.

To the Stockholders of the Pacific Mail Steamship Company:

At the meeting of the Board of Directors, held on the 21st inst., I presented the second statement of the business and condition of your company, and was requested to prepare a report. Necessary absence from the City having prevented the completion of such report, I comply with the request of some of the principal stockholders to correct certain false rumors by stating certain facts, which will appear more fully in the report to be made—namely, that since the election of the present directory, on the 31st of May last, the business and income of the company have increased; its expenses have diminished at the rate of over \$300,000 a year, and its indebtedness has been diminished at the rate of over \$100,000 a month from the earnings of the company, notwithstanding the outlay of over \$125,000 in altering and repairing the "City of Tokio," charged to expense account. The builders' mortgages upon the steamships City of San Francisco, City of Sydney, and City of New York, have been discharged. Of the \$2,000,000 mortgage bonds executed by the last Board of Directors, none have been sold, and the company is not in default on any of its obligations. The ships and property of the company are in a good and efficient condition.

W. P. CLYDE, President.

A meeting of the projectors of the Boston, Wrentham and Providence Railroad was held on the 24th inst., at which it was estimated that the total construction of the line to the Massachusetts border would be \$2,100,000, and that the cost of the road completed and equipped for 44½ miles would be \$27,000 per mile. A committee was appointed to confer with the officers of the other roads—Mystic Valley, Boston, Lawrence and Haverhill, Newton and Brighton, and Waltham and Watertown. A committee was also appointed to wait upon the General Assembly of Rhode Island, and present for its consideration the necessity of a charter for the Rhode Island portion of the road, with instructions to confer with the landholders of Providence and obtain prices of real estate, etc.

In the United States Supreme Court, in the case of Township of Burlington vs. Beasley—error to the Circuit Court for Kansas—it is held where the statute of Kansas authorized towns or counties to issue bonds to aid in building bridges, in the construction of railroads, water-power, or other works of internal improvement, and where another statute declared all custom grist mills to be public mills, and regulated their management, that bonds issued by a town of that State to aid in the construction and equipment of a steam custom mill owned by an individual, were authorized by the statute. Mr. Justice Hunt delivered the opinion.

The Attorney General of Illinois, in response to a resolution of the railroad committee of the General Assembly, has declared that under the decision of the United States Supreme Court in the granger cases the operators of sleeping cars are common carriers, and their business can-

be regulated by the Legislature. Bills will accordingly be introduced providing for the control of sleeping car traffic.

Illinois Central Railroad.

For some time past the holders of Illinois Central Railroad stock, influenced by the prevailing impression that the company had parted with its most valuable lands, and was in other respects deteriorating, have been induced to part with their investments at low figures. The recent operations of the company, however, in purchasing at a foreclosure sale the New Orleans, Jackson and Great Northern Railroad, and the fact that it is without competitor for the purchase of the Mississippi Central Railroad to be soon sold, are calculated to restore confidence in its solvency and future. It will thus have acquired complete control of all the lines between Chicago and New Orleans, and cannot fail to enjoy a very profitable business in transporting the valuable products of the Northwest and Southwest.—N. Y. Times.

Chicago, Burlington and Quincy Railroad.

The twenty-third annual report of the directors of this company has just been issued. We give the following abstract of it:

The earnings of the road, including branches and leased roads have been:	
From freight.....	\$8,821,225 16
From passengers.....	2,653,888 54
From mail, express and miscellaneous.....	528,836 75
From interest and exchange.....	53,844 40
	\$12,057,794 85
The operating expenses, including taxes for the year, and also a deducted tax on capital stock, for 1874, amounting to \$138,808 63, paid this year, have been.....	6,868,545 32

Leaving net earnings for the year.....	\$5,189,249 53
Interest on bonds.....	1,991,053 79

Leaving a balance of.....	\$3,197,292 74
Out of which has been paid:	
Dividends No. 31 and 32.....	\$2,749,065 37
Rents of tracks and depots.....	84,263 13
U. S. tax—adjustment of old claim.....	24,940 83
Amount transferred to Sinking Fund for 1876, being amount required by provision of the 8 per ct. mortgage.....	194,082 00
	\$3,052,351 33

Leaving surplus over every current liability and sinking fund for the year.....	\$144,941 41
To which add amount at credit of Income Account at the commencement of the year.....	\$4,361,567 27
Less amount of securities transferred from Income Account to credit of Sinking Fund for previous years to bring Sinking Fund up to full amount required by conditions of the 8 per cent mortgage..	515,125 19
	\$3,846,442 08

From which deduct suspended debts and investments of doubtful value.....	\$3,991,383 49
	1,553,061 64
Leaving Net Income Account estimated at.....	\$2,458,321 85

The Sinking Fund for C., B. & Q. 8 per cent bonds stands at.....	2,072,952 07
The Sinking Fund for B. & M. R. Land Grant bonds stand at.....	1,114,639 80
Local aid used for construction B. & M. R. R. R.	382,070 47
Amount of credit of Profit and Loss Account.....	151,582 29
	<u>\$6,179,566 48</u>

The items of assets representing the foregoing accounts are as follows:

C., B. & Q. Sinking Fund.....	\$2,072,952 07
B. & M. Land Grant Sinking Fund.....	1,114,639 80
Local aid in Iowa, used in construction of B. & M. Road.....	382,070 47
Portion of Surplus Account used in construction of C., B. & Q. and Branches, prior to consolidated mortgage, and for which no 7 per cent bonds can be issued.....	141,447 65
Amount expended in construction on road in Iowa, for which there is not now any provision for funding.....	886,528 12
Amount expended on New Construction Account on C., B. & Q. and Branches, for which Consolidated 7 per cent bonds can be sold....	956,552 55
Value of supplies and material on hand, bonds and cash.....	545,249 96
Sundry investments—details in Auditor's report.....	80,125 86
	<u>\$6,179,566 48</u>

CAPITAL STOCK.

The capital stock of the Chicago, Burlington and Quincy Railroad Company at the date of last report was.....	\$25,100,110 00
Issued in the year in exchange for stock of the B. & M. R. R. Co.	2,127,700 00
	<u>\$27,227,810 00</u>

B. & M. R. R. Co. stock outstanding at date of last report..	\$2,412,732 51
Issued in the year in exchange for B. & M. R. R. R. bonds..	85,500 00
	<u>\$2,498,232 51</u>

Less amount of subscription to stock of B. & M. R. R. Co. refunded..	\$100
Less amount stock of B. & M. R. R. Co. exchanged for C., B. & Q. R. R. Co. stock.....	2,127,700
	<u>2,127,800 00</u>

Total stock of B. & M. R. R. Co. outstanding.....	870,432 51
---	------------

Aggregate amount of stock on both roads outstanding Dec. 31, 1876.	\$27,598,242 51
--	-----------------

FUNDED DEBT.

The funded debt of this company at the date of the last report, including the contingent indebtedness of its branch bonds and the bonds of the Burlington and Missouri River Railroad Company was.....\$27,539,575 00

Issued during the year,
C., B. & Q. 7 per ct. bonds payable 1903,
viz:
Exchanged for other bonds.....\$1,849,000 00
Sold to pay other bonded indebtedness of the company, viz:
C., B. & Q. 8 per cent

Sinking fund.....	\$18,000
Northern Cross Scrip paid off 65,250	
Northern Cross sinking fund paid in 1876. 50,000	133,250 00

Sold and applied to payment of construction expenditure, out of the reserve provided for that purpose in the Consolidated Mortgage.....	22,750 00
	<u>\$2,005,000 00</u>

Taken up during the year:

Bonds of sundry issues as provided in the Consolidated Mortgage.....	\$1,849,000 00
Purchased under provisions for sinking fund.....	86,000 00
C., B. & Q. Scrip on account of Northern Cross R. R. paid and canceled.....	21,750 00
B. & M. R. R. bond, paid and canceled..	1,000 00
B. & M. R. bonds converted into B. & M. R. stock.....	85,500 00
	<u>\$2,043,250 00</u>

Decrease of funded debt in the year	38,250 00
-------------------------------------	-----------

Funded debt Dec. 31, 1876...\$27,501,325 00

The bonded indebtedness of the Burlington and Missouri River Railroad Company at the end of the year, included in the above statement, was \$5,908,850, of which \$1,269,000 are convertible into C., B. & Q. stock, and \$1,600 are over due bonds not yet presented for payment, the balance constituting the Land Grant Mortgage.

SINKING FUNDS.

The state of the Sinking Fund for the 8 per cent mortgage, and also for the Land Grant Fund of the B. & M. R. R. Co., is fully given in the treasurer's report, and will show that the obligations with regard to these funds have been fully complied with.

TRAFFIC CONTRACTS.

Under the operation of the traffic contracts the following bonds have been bought in the year:

Chicago and Iowa Railroad:	
From business of 1875, \$60,000, costing.....	\$54,651 63
From business of 1876, \$72,000, costing.....	71,905 30
	<u>\$126,556 93</u>
Kansas City and Cameron R. R.:	
\$57,000, costing.....	\$57,968 13
Less \$15,000 sold.....	14,616 67
	<u>43,346 46</u>

Total.....\$169,903 39

All of which have been placed in C., B. & Q. 8 per cent Sinking fund.

Proposals have been invited for all other bonds as required by the several traffic contracts, with the exception of those of the Burlington and South Western Railroad Company, as to our obligations to purchase which there are some questions pending; but none others have been offered.

We have similar obligations to meet in the future; but from our past experience, we have every reason to believe that these engagements will not produce serious inconvenience. It was the theory of such contracts that we would only be investing in railroad bonds the profits on business which we would not otherwise get.

The entire property of the company and its liabilities December 31, 1876, were:	
Permanent investment, bills and accounts receivable, cash and materials on hand for future use...	\$63,736,941 39
Capital stock.....	\$27,598,242 51
Bonds.....	27,501,325 00
Accounts payable.....	414,232 40
Bills payable (of which for account St. L., R. I. & C. R. R. \$1,985,083 05).....	2,043,575 00
	<u>57,557,374 91</u>

Making net assets over liabilities as before stated.....	\$6,179,566 48
--	----------------

COMPARISONS.

The number of miles of road, including branches and leased roads at the beginning of the year, was.....	1297
Quincy, Alton and St. Louis Railroad, leased February 1, 1876.....	46

Number of miles at the end of the year.....	1343
Average number of miles operated during the year.....	1339
Average number of miles operated in 1875.....	1268

The St. Louis, Rock Island and Chicago Railroad was acquired October 1, 1876, but the accounts of that company have been kept distinct from those of this company, and are not included in this report:

The gross earnings, excluding interest and exchange, in 1876, were:	
Freight.....	\$8,821,225 16
Passengers.....	2,653,888 54
Miscellaneous.....	528,836 75
	<u>\$12,003,950 45</u>

In 1875—	
Freight.....	\$8,502,617 37
Passengers.....	2,677,942 44
Miscellaneous.....	557,888 36
	<u>11,738,483 17</u>

Showing an increase in 1876 of..	\$265,502 28
The expenses in 1876, including rentals and taxes belonging to this year's account (and excluding deferred tax on capital stock for 1874, paid in this year, viz., \$138,808 63), were.....	\$6,813,999 82
The expenses in 1875, including rentals and taxes, were.....	6,518,644 08

Showing an increase in 1876 of..	\$295,355 74
----------------------------------	--------------

The whole cost of steel rails used in relaying tracks has been charged to operating expenses in 1876. Heretofore the difference of cost of steel over iron has been charged to construction account.

The net earnings in 1876, after deducting rentals and taxes accruing in this year, were.....	\$5,189,950 63
The net earnings in 1875 were.....	5,219,804 09

Showing a decrease in 1876 of..	\$29,853 46
---------------------------------	-------------

The total number of passengers carried in 1876, exclusive of mileage and season tickets, was.....	2,215,883
In 1875.....	2,019,484

Showing an increase of.....	196,299
-----------------------------	---------

The total number of tons of freight hauled in 1876 were.....	2,892,614
In 1875 were.....	2,711,992

Showing an increase in 1876 of.....	180,622
-------------------------------------	---------

Although the amount of business, both passenger and freight, has increased, it will be seen that the earnings have not increased correspondingly. This has been largely due to the reduction of

rates, through the acceptance by this company of the provisions of an act of the Legislature of Iowa relieving railroad companies, their agents and employees from all prosecutions, fines and forfeitures for non observance of the act known as the "Railroad Tariff Law," on condition that the railroad companies operate their roads for a period of two years, provided the law shall remain in force during that time, under and in accordance with the schedule prescribed by said law.

The fines and penalties for non-compliance with the law are very severe; and as the suits between the States of Iowa and Illinois in the United States Supreme Court, referred to in the last report, were still undecided, the Directors considered that their duty to the stockholders required them to accept the act above referred to, rather than incur the risk of the decision being possibly adverse to the company. The decision of the court has not yet been rendered.

During the year the suit enjoining the collection of the tax upon capital stock for the year 1874, and pending in the United States Supreme Court at date of last report, has been determined. This tax was for \$191,725 77. Of this amount \$138,808 63 was contrary to our expectation, adjudged to be due, and has been paid.

The tax on capital stock for 1875, amounting to \$129,537 27, was enjoined in the Illinois State Courts. This suit, as well as that enjoining the tax for 1873, for \$223,287 37, also in the State Court, both pending upon other questions not heretofore raised, it is expected will be determined during this year.

SPECIAL MEETINGS OF STOCKHOLDERS.

At the special meeting of the stockholders called by the Directors to act upon the revision of the by-laws, and especially with reference to regulating the action of the Board in regard to leases and extensions, the by-laws were revised and adopted as printed herewith—184,799 shares voting in favor of and 783 shares voting against their adoption.

It will be observed that the date of the stockholders' meeting has been changed to Wednesday after the fourth Monday of March, to give time for the preparation and distribution of the annual report among the stockholders prior to the annual meeting.

A special meeting of the stockholders was also held December 11, being called by the Directors for the purpose of laying their action before the stockholders, in acquiring the St. Louis, Rock Island and Chicago Railroad.

In the circular notice of this meeting to the stockholders, the Directors stated the influences that actuated them in acquiring the road, and submitted a plan for paying for it.

The resolution printed herewith was adopted, 155,624 shares voting in favor of and 420 shares against it.

BRANCHES AND NEW CONSTRUCTION.

In accordance with the authority thus conferred arrangements have been made for a lease of the road to this company, at a fixed annual rental of \$175,000, for the period of its charter, with provisions for renewal, so that in effect the lease will be in perpetuity.

Arrangements are in progress for providing means to pay the amount already expended, viz: \$1,985,983 05, and for the renewals immediately wanted, by the sale of \$2,500,000 C. B. and Q. 5 per cent bonds.

These bonds will be secured by an equal amount of bonds of even date of the St. Louis, Rock Island and Chicago Railroad Co., bearing 7 per cent interest per annum, secured by a first mortgage on said road and equipment, and deposited with Trustees, who will be authorized to apply the difference between the 7 per cent interest received and the 5 per cent interest paid, to the purchase of such 5 per cent bonds upon public proposals as may be offered at a cost not exceeding par and interest, thus absorbing the whole issue of the 5 per cent bonds within twenty five years.

The sale of these bonds will provide for the immediate reduction of the item of bills payable.

The road extends from the junction with the Chicago and Northwestern Railway, near Sterling, to Rock Island, and thence to St. Louis, having a joint interest with the Chicago and Northwestern Railway, from Sterling to the junction, a distance of 5 2-10 miles, and using the Chicago, Rock Island and Pacific Road near Rock Island, for a distance of twelve miles, and the Indianapolis and St. Louis Road, near St. Louis, for a distance of twenty miles, under running arrangements with those companies, with a branch extending from Sagetown, on the main line of the C. B. and Q. Road, to Keithsburg, a distance of eighteen miles, in all 270 miles of road absolutely acquired, besides rights over roads above referred to.

The equipment bought with the road consisted of thirty engines, fourteen passenger cars, six baggage and mail cars, fifteen way cars and 897 freight cars.

The main line of the road crossed the main line of the C. B. and Q. road at five places, diverting the business and reducing rates. The control of the road by this company makes it a feeder to the main line, and allows the establishment of steady and reasonable rates in place of the fluctuating and low rates that have prevailed throughout the district traversed by it.

The advantages from this, together with that of having under our control a connection with St. Louis, were such as left no doubt in the minds of the Directors as to the expediency of acquiring the road at the price paid for it.

Reference was made in the last report to a preliminary contract for the perpetual lease of the Quincy, Alton and St. Louis Railroad. This contract has since been carried into execution, and at a fixed rental of \$42,000 per year, dating from February 1, 1876.

Nothing has been done during the year in the matter of bridge at Clinton, the affairs of the Chicago, Clinton and Dubuque Railroad being still in an unsettled condition; and thus preventing any permanent arrangement in regard to its business, pending which it has been thought advisable to defer any expenditures at Clinton.

The Construction and Equipment Account has been increased during the year:

For road and buildings.....	\$307,345 79
For equipment.....	72,017 50
	\$379,363 29

TRACK AND EQUIPMENT.

The track and equipment have been well kept up; 72 14-100 miles of track have been relaid with steel rails during the year—40 54-100 in Illinois and 31 60-100 in Iowa—the whole cost of which has been charged to operating expenses.

The total number of miles of steel rails now in the road is 461 1-10.

Between Chicago and Burlington there are 18 2-10 miles of iron in the main track; between Burlington and Plattsmouth, 149 2-10 miles; between Galesburg and Quincy, 41 miles; and between Galesburg and Peoria, 44 5-10 miles—making in all 252 9 miles to be relaid with steel rails, to complete the main line and the branches from Galesburg to Quincy and Peoria.

The amount paid for car service within the year, over amount received for use of our cars by other companies was \$149,431 63; which fact, coupled with the very low present prices of rolling stock make it, in the opinion of the Board, desirable to add gradually to our rolling stock.

LAND DEPARTMENT.

The lands unsold at date of last report were 60,371.55 acres.

Gross sales in the year 31,701.69 for \$405,209 22
Cancelled..... 15,126.24 for 205,587 31

Net sales..... 15,575.45 for \$199,621 91
Lands remaining unsold December 31, 1876, 44,796.10 acres.

The gross cash receipts for this department have been.....	\$327,900 85
Disbursement.....	47,187 48

Balance.....	\$280,712 92
--------------	--------------

Of which \$265,078 08 has been paid to the Trustees in the Burlington and Missouri River Land Grant Mortgage.

The general result of this Department at the end of the year is as follows:

Due on principal represented by contracts on hand.....	\$2,898,116 82
Due on interest on those contracts.....	679,893 49
Tax certificates on hand.....	11,887 97
Bills receivable on hand.....	7,181 11
Paid Treasurer C. B. and Q. R. R. Co. for sinking fund.....	1,121,435 47
Acres remaining, 44,796.10, estimated at \$5 per acre.....	223,980 50
	\$4,941,996 16

From which deduct special deposit (partial payments).....	44,431 85
---	-----------

Leaves an estimated result of this department of.....	\$4,897,563 31
To meet bonds issued under land grant mortgage, of which there is outstanding.....	\$5,058,350 00

SUMMING UP.

In summing up results it will be seen that we have passed through a year of great dullness in general business; but, with the help of fair crops in the country through which the road passes, have accumulated a surplus beyond our usual dividend of \$339,023 41, which has been used in paying \$194,082 into our Sinking Fund; and the balance, \$144,941 41, has been used for new construction in Iowa.

We have our main track in Illinois nearly all relaid with steel, and are steadily replacing iron with steel on the main line in Iowa.

Our road and equipment are in good order, but some additional rolling stock is required. What funds we need for equipment, and construction in Illinois we can raise, when necessary, by selling 7 per cent Consolidated Bonds, authorized by our mortgage for that purpose.

For construction in Iowa no bond fund is provided; and we must look for money needed for such construction to future surplus earnings, or must realize it from the assets which now represent the surplus of past years, as we have heretofore done; but, as an offset to this drain upon our resources, our Land and Land Fund in Iowa have given very satisfactory additions to the Sinking Fund for meeting our Land Mortgage Bonds upon that portion of our road.

* Since the date of this report, \$2,200,000 C. B. and Q. 5 per cent Bonds have been sold under public proposals, netting \$1,925,000.

A certificate of incorporation has been filed in the office of the Secretary of State of Ohio of the Portsmouth, Ironport and Huntington Railroad company, from Portsmouth, Ohio, to the mouth of Symmes creek, opposite Huntington, Virginia, capital stock \$500,000, by William Q. Adams and others.

The gross earnings of the Philadelphia and Erie Railroad for the month of February 1877, were \$198,402 30, the expenses, \$169,196 67, and the net earnings \$48,205 63—an increase over the net earnings of the previous year of \$10,633 86.

A decree was entered by Judge Welford in the Circuit Court of Richmond, Va., on the 26th inst., for the sale of the Chesapeake and Ohio Railroad. The sale is to be made after ninety days' notice by Gen. Wickham, Receiver.

LATEST QUOTATIONS OF RAILROAD BONDS.

CORRECTED BY

EDW'D C. FOX & CO.

(Members N. Y. Stock Exchange.)

**STOCK BROKERS AND DEALERS IN
INVESTMENT SECURITIES**

30 Broad St., New York.

CORRECTED BY		EDW'D.C. FOX & CO.		BID ASK		BID ASK		BID ASK		BID ASK	
(Members N. Y. Stock Exchange.)				Denver Pacific 1st mortgage		69 74		Little Rock & Ft. Smith 1st m.		60 60	
STOCK BROKERS AND DEALERS IN				Denver and Rio Grande 1st m.		40 45		do. Land Grant S. F.		50 60	
INVESTMENT SECURITIES				Des Moines & Ft. Dodge 1st m.		55 55		Logansp. C. & So. West. 1st m.		5 9	
30 Broad St., New York				Detroit and Bay City 1st mort.		65 75		Long Island 1st mortgage		103 106	
				Detroit, Hills. & Ind. 1st mort.				Louisv., Paducah S. W. 1st m.		30 30	
				Det., Lans. & Lake Mich. 1st m.		24 24		do. 2d mortgage		96 100	
				do. 2d mortgage				Louisv., Cin. & Lex. 1st mort.		15 20	
				Detroit and Milwaukee 1st m.		30 37		do. 2d mortgage		94 94	
				do. 2d mortgage		106 106		Louisville & Nashville Consl.		84 84	
				Detroit, Monroe & Tol. 1st m.		102 103		do. 2d mortgage		85 85	
				Dixon, Peoria & Han. 1st mort.		105 106		Louisians & Mo. 1st mortgage		82 85	
				Dubuque and Sioux City 1st m.		40 40		Macon & Augusta 1st m. end.		80 85	
				Dubuque Southwestern 1st m.		13 20		do. 1st mort. unend.		98 106	
				Dutchess and Columbia 1st m.		102 102		Macon & Brunswick 1st m. end.		11 11	
				East Pennsylvania 1st mortgage		91 92		do. 2d mortgage		82 84	
				Eastern (Mass.) 1st mortgage		80 80		Maine Central Consl.		48 52	
				East Tenn., Va. & Ga. 1st mort		114 115		Marietta & Cin. 1st mortgage		84 86	
				Elgin and State Line 1st mort.		103 103		do. 2d mortgage		58 63	
				Erie 1st mortgage		101 102		do. 3d mortgage		20 30	
				do. 2d mortgage		93 93		Mar., Pitts. & Clev. 1st mort.		90 90	
				do. 3d mortgage		103 103		Memphis & Charleston 1st m.		113 113	
				do. 4th mortgage		98 98		do. 2d mortgage		39 43	
				do. 5th mortgage		78 85		Memphis & Little Rock 1st m.		50 50	
				Erie & Pittsb. 1st mort. consol.		80 90		do. 2d mortgage		55 55	
				Evansv. & Crawfordsv. 1st m.		77 77		Mississippi Central 1st mort.		79 84	
				Flint & Pere Marq. Consol. S. F.		102 105		do. 2d mortgage		60 64	
				do. 1st mort. L. G. Se.		65 70		Miss., O. & Red River 1st mort.		10 10	
				Florida 1st mortgage		85 98		Miss. Valley & Western 1st m.		51 55	
				Flushing & N. Side 1st mort.		88 90		Mo., Kans. & Texas L. G. S. F.		70 70	
				Ft. W., Jack. & Sag. 1st mort.		101 101		do. ex-coupon		7 13	
				do. 2d mortgage		45 45		Mo. Riv., Ft. Scott & Gulf 1st m.		50 65	
				Ft. W., Muncie & Cin. 1st mort.		37 41		do. 2d mortgage		35 40	
				Gal., Har. & San Antonio 1st m.		30 50		Mobile and Montgomery 1st m.		6 13	
				Gal., Hous. & Henderson 1st m.		36 45		do. 2d mortgage		20 26	
				Georgia (& Banking) Deb. bds.		80 80		do. Interest bonds		8 8	
				Gilmam, Clin. & Spfld 1st mort.		110 110		Montclair 1st mortgage		22 27	
				do. 2d mortgage		80 80		do. 2d mortgage		3 5	
				Gr. Rap. & Ind. 1st mort. guar.		75 88		Mongomery & Eufaula 1st m.		20 30	
				do. 1st mortgage		70 73		do. endorsed		50 50	
				Grand River Valley 1st mort.		61 70		Monticello & Port Jervis 1st m.		82 83	
				Green Bay & Minn. 1st mort.		109 111		Nashv., Chat. & St. L. 1st mort.		82 90	
				Greenv. & Col. 1st mort. guar.		20 20		do. 1st mort. endorsed		87 89	
				Gulf, West. Tex. & Pac 1st m.		9 12		Nashv. & Decatur 1st mortgage		50 60	
				Hackensack & N. Y. Ex. 1st m.		76 76		Newburgh & New York 1st m.		10 10	
				Hannibal and Naples 1st mort.		3 5		New Jersey & N. Y. 1st mort.		8 12	
				Hannibal & Cent. Mo. 1st mort.		22 27		do. 2d mortgage		22 27	
				do. 2d mortgage		3 5		do. 2d mortgage		20 20	
				Hannibal & St. Jo. Land grants		36 45		New Jersey Midland 1st mort.		22 27	
				do. Convertible		80 80		do. 2d mortgage		3 5	
								New Jersey Southern 1st mort.		20 20	
				Houston and Texas Cent. 1st m		36 45		do. 2d mortgage		10 10	
				do. Consol. Es.		70 73		New Jersey West Line 1st m.		93 98	
				Houston & Gt. Northern 1st m.		61 70		N. O., Jack., & Gt. Nor. 1st m.		70 78	
				Illinois Grand Trunk 1st mort.		109 111		do. 2d mortgage		3 5	
				Indiana and Ills. Cent. 1st m.		20 20		N. O., Mobile & Texas 1st mort.		92 96	
				Ind., Bloom. & West. 1st mort.		9 12		do. 2d mortgage		5 5	
				do. Extension 1st mort.		76 76		Newark and New York 1st m.		5 5	
				do. 2d mortgage		3 5		N. Y., Boston & Montreal 1st m.		5 5	
				Indianapolis & Vincennes 1st m.		22 27		N. Y., Houston & N. 1st m.		5 5	
				do. 2d mortgage		3 5		N. Y., Kingston & Syr. 1st m.		5 5	
				do. Convertible		70 70		N. Y. & Oswego Midland 1st m.		5 10	
				Houston and Texas Cent. 1st m		36 45		do. 2d mortgage		1 3	
				Ind., Cin. & La Fayette 1st m.		66 71		North Missouri 1st mortgage		99 99	
				Iowa Falls & Sioux City 1st m.		93 96		North Shore (L. I.) 1st mort.		94 94	
				Iowa Midland 1st mortgage		50 50		Northern New Jersey 1st mort.		12 15	
				Jamestown & Franklin 1st m.		68 75		Northern Pacific 1st mortgage		85 85	
				Jefferson 1st mortgage		95 100		Norfolk and Petersburg 1st m.		89 89	
				Jeff., Mad. & Ind. 1st mortgage		71 73		do. 2d mortgage		50 51	
				do. 2d mortgage		106 106		Oil Creek 1st mortgage		83 85	
				Joffe and Chicago 1st mort.		100 103		Omaha and So. West. 1st m.		88 94	
				Kansas City & Cameron 1st m.		73 73		Orange, A. & Manassas 1st m.		89 89	
				Kan. City & Santa Fe 1st mort.		66 72		do. 2d mortgage		77 77	
				Kansas Pacific 1st m. 6s, P. & A.		45 48		do. 3d mortgage		40 40	
				do. 1st mort. 6s, J. & D.		56 62		Oregon and California 1st mort.		110 112	
				do. 1st mort. 7s, M. & N.		89 89		Ottawa, Osw. & Fox R. 1st m.		37 37	
				do. 1st mort. 7s, J. & J.		74 85		Pacific of Missouri 1st mortgage		93 93	
				Kal. & White Pigeon 1st m.		100 102		Paducah & Youngstown 1st m.		50 50	
				Keokuk and Des Moines 1st m.		90 90		Paducah & Memphis 1st mort.		40 40	
				Keokuk and St. Paul 1st mort.		80 80		Pekin, Lincoln & Decatur 1st m.		103 103	
				La F., Bloom. & Miss. 1st mort.		102 102		Peninsula (Mich.) 1st mortgage		104 105	
				La F., Muncie & Bloom. 1st m.		56 56		Pennsylvania 1st mortgage			
				Lake Erie & Louisville 1st m.		89 89					
				do. 2d mortgage		107 107					
				Lake Ontario Shore 1st mort.		17 36					
				Lake Sh. & Mich. So. 1st m. cons.		96 96					
				Lake Superior & Miss. 1st m.		23 23					
				do. 2d mortgage							
				Leav., Atch. & N. W. 1st mort.							
				Leav., Law. & Galv. 1st mort.							
				Lexington and St. L. 1st mort.							
				Little Miami 1st mortgage							
				L. Rock, P. Bluffs & N. O. 1st m.							
Adirondack 1st Mortgage		Bid	Ask	Denver Pacific 1st mortgage		Bid	Ask	Peoria & Bureau Valley 1st m.		Bid	Ask
Alabama and Chatta. 1st Mort.		4	7	Denver and Rio Grande 1st m.		40	45	Peoria and Hannibal 1st mort.		102	102
Alabama Central 1st Mortgage		24	31	Des Moines & Ft. Dodge 1st m.		55	55	Peoria and Rock Island 1st m.		42	47
Albany and Susq. 1st Mortgage		108		Detroit and Bay City 1st mort.		65	75	do. 2d mortgage			
Allegheny Valley Gen'l Mort.		104	105	Detroit, Hills. & Ind. 1st mort.				Pitts. Cin. and St. Louis 1st m.		80	81
Arkansas Central 1st Mortgage		5	10	Det., Lans. & Lake Mich. 1st m.		24	24	Port Haron & Lake Mich. 1st m.		15	20
Atch. and Nebraska 1st Mort.		20	24	do. 2d mortgage				Portland & Ogdensburg 1st m.		50	50
Atch., Top. and Santa Fe 1st M.		88		Detroit and Milwaukee 1st m.		30	37	do. 1st m. Verm. div.		50	50
Atl. and Rich. Air-line 1st M.		48	51	do. 2d mortgage		106	106	Port Royal 1st mortgage		20	20
Atlantic and Gulf 1st Mortgage		55	65	Detroit, Monroe & Tol. 1st m.		106	106	do. 1st mortgage guar.		75	50
Atl., Miss. and Ohio 1st Mort.		25	35	Dixon, Peoria & Han. 1st mort.		102	103	Quincy and Warsaw 1st mort.		111	111
Atl. and Pacific 1st Mort. L. G.		20		Dubuque and Sioux City 1st m.		105	106	Quincy, Alton & St. L. 1st m.			
do. 2d Mortgage				Dubuque Southwestern 1st m.		40	40	Quincy and Palmyra 1st mort.		30	60
Atl. and St. Lawrence (1853)		95		Dutchess and Columbia 1st m.		13	20	Richmond & Danv. Consol. 1st		75	75
Atlanta and West Point 1st M.		88	95	East Pennsylvania 1st mortgage		102	102	Rockford, R. I. & St. L. 1st m.		12	20
Belleville and So. Ills. 1st Mort.		88	95	Eastern (Mass.) 1st mortgage		91	92	Rome, W. & Ogdensb. 1st mort.		70	70
Beloit and Madison 1st Mort.		95		East Tenn., Va. & Ga. 1st mort		91	92	do. 2d mortgage			
Boat., Hart. & Erie 1st m. guar.				Elgin and State Line 1st mort.		80	80	St. Jo. & Den. City E. D. 1st m.		5	5
do. 1st Mortgage		15		Erie 1st mortgage		114	115	do. West Div. 1st mort.		3	3
Boston and N. Y. A. L. 1st M.		100		do. 2d mortgage		103	103	St. Joseph and St. Louis 1st m.			
Brunsw. and Alb. 1st M. end.		20		do. 3d mortgage		102	103	St. L., Alton & Terre H. 1st m.		106	106
Burl., Cedar R. & Minn. 1st M.		45	50	do. 4th mortgage		105	105	do. 2d mortgage		89	89
do. Mil. D. 1st M.		21		do. 5th mortgage		101	102	St. L., Iron Mt. & So. 1st mort.		95	96
Buff. & State Line 1st Mort.		104		Erie & Pittsb. 1st mort. consol.		93	93	do. 2d mortgage		25	25
Buff., Corry & Pittsb. 1st Mort.		50	65	Evansv. & Crawfordsv. 1st m.		98	103	St. L., Jack. & Chi. 1st mort.		107	107
Burl. & So. Western 1st Mort.		50	60	Flint & Pere Marq. Consol. S. F.		35	40	do. 2d mortgage			
Buff., Bradford & Pittsb. 1st M.		50	60	do. 1st mort. L. G. Se.		78	85	St. L., K. C. & Northern 1st m.			
Cairo and Fulton 1st Mortgage		54	59	Florida 1st mortgage				St. L., Lawrence & Den. 1st m.			
Cairo and St. Louis 1st Mort.				Flushing & N. Side 1st mort.		75	75	St. L. & South Eastern 1st m.		33	38
Cairo and Vincennes 1st Mort.				Ft. W., Jack. & Sag. 1st mort.		49	56	St. L., Vandalia & T. H. 1st m.		95	100
do. 2d Mort.				do. 2d mortgage				do. 2d mortgage guar.		70	80
Cairo, Arkansas & Texas 1st M.		50		Ft. W., Muncie & Cin. 1st mort.		25	25	St. Paul and Pacific 1st mort.		30	30
California Pacific 1st Mortgage		76	80	Gal., Har. & San Antonio 1st m.		80	90	do. 2d mortgage		25	25
do. 2d Mortgage		70	70	Gal., Hous. & Henderson 1st m.		77	77	St. Paul, S. & Taylor's F. 1st m.			
Canada Southern 1st Mortgage		48	50	Georgia (& Banking) Deb. bds.		102	105	Savannah & Charleston 1st m.		20	30
do. 1st M. with int effs.				Gilmam, Clin. & Spfld 1st mort.		65	70	Savannah and Memphis 1st m.			
Carolina Central 1st Mortgage		25	35	do. 2d mortgage		85	98	Selma and Gulf 1st mortgage			
Cayuga Lake 1st Mortgage		75	82	Gr. Rap. & Ind. 1st mort. guar.		88	90	Selma, Marion & Mem. 1st m.			
Cedar Falls & Minn. 1st Mort.		30	35	do. 1st mortgage		101	101	Selma, Rome and Dal. 1st m.		25	25
Central of Iowa 1st Mortgage			15	Grand River Valley 1st mort.		45	45	Sioux City & St. Paul 1st mort.		85	85
do. 2d Mortgage			95	Green Bay & Minn. 1st mort.		37	41	do. 2d mortgage		53	56
Central of Long Island 1st M.		53	56	Greenv. & Col. 1st mort. guar.		30	50	Sioux City & Pacific 1st mort.		75	75
Central of N. J. 1st M. Consol.		105	106	Gulf, West. Tex. & Pac 1st m.		30	50	Smithtown & Port Jeff. 1st m.		80	90
Central Pacific 1st Mortgage			10	Hackensack & N. Y. Ex. 1st m.		36	45	South Carolina 1st m. currency		80	90
do. 2d Mortgage			95	Hannibal and Naples 1st mort.		80	80	do. 2d mortgage			
Central Vermont 1st Mortgage			25	Hannibal & Cent. Mo. 1st mort.		110	110	Southern Central (N. Y.) 1st m.		98	98
Charleston & Sav. 1st M. guar.		73	78	do. 2d mortgage		80	80	South Ga. & Florida 1st mort.		78	83
Charlotte, Col. & Aug. 1st M.		20		Houston and Texas Cent. 1st m		75	88	do. 2d mortgage		85	95
Chesapeake and Ohio 1st Mort.		20		do. Consol. Es.		70	73	South Pacific of Mo. 1st mort.		69	70
do. 1st M. (ex-cou.)		23		Houston & Gt. Northern 1st m.		61	70	South Shore (Mass.) 1st mort.			
Chicago and Canada So. 1st M.		15	24	Illinois Grand Trunk 1st mort.		109	111	Southern of L. I. 1st mortgage		90	90
Chi., Cin. & Dub. 1st M. guar.		20	25	Indiana and Ills. Cent. 1st m.		20	20	Southern Minnesota 1st mort.		99	99
Chi., Danv. & V. (Ind. D.) 1st M.		45	49	Ind., Bloom. & West. 1st mort.		9 12	12	do. Construction		58	62
do. (Ill. D.) 1st M.		6	14	do. Extension 1st mort.				Southern Pacific 1st mortgage		90	90
Chi., Dub. & Minn. 1st mort.		20	25	do. 2d mortgage		76	76	Springfield & Ills. So. E. 1st m.		20	20
Chi., Mil. & St. Paul Con. S.F.		83		Indianapolis & Vincennes 1st m.		80	80	do. 2d mortgage			
do. 2d mortgage		90		do. 2d mortgage		76	76	Staten Island 1st mortgage		55	55
Chi. & Northwestern 1st mort.		106	107	International 1st mortgage		65	70	Staubenville & Ind. 1st mort.		84	85
Chi., R. I. & Pac. 1st mortgage		108	109	do. 1st mort. with certif.		70	70	Sullivan and Erie 1st mortgage			
Chi. & Southwestern 1st mort.				do. Convertible		36	36	Sunbury			

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,659	78,410	104,051	113,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	198,851	248,139	265,593	285,000	225,793	204,447	2,486,582
1877.....	134,864	134,000											
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,939	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,508,000	1,279,000	16,970,018
1876.....	994,339	1,017,203	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,639,000	1,886,000	1,957,000	1,673,000	1,411,000	18,184,166
1877.....	1,135,000	951,000											
Canada Southern:													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	126,552	1,254,386
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	124,838	109,567	1,681,348
1877.....	107,893	133,365											
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,238
1875.....	319,928	326,159	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,668	367,898	374,351	4,960,529
1877.....	338,807												
Chicago and Northwestern:													
1873.....	752,468	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	1,030,027	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752								
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,546	517,112	567,388	650,994	819,853	877,571	685,753	569,483	646,150	817,569	764,982	610,084	8,053,967
1877.....	375,460	405,000											
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	337,376	409,237	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,366	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,468
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,998	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039				
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	
1876.....	142,969	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	188,976	178,401	158,812	
Illinois Central:													
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	466,498	460,839											
Lake Shore & Mich. South'n:													
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,363	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,129	1,373,678	1,335,319	1,325,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Mo., Kan. & Texas:													
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	295,738	2,904,925
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,886	296,466	3,217,277
1877.....	237,032	235,308											
Ohio and Mississippi:													
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,330	340,751	345,805	324,957	337,915	3,426,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,597	330,111	341,679			
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,338	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733		
1876.....													
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	234,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,630	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	3,244,071
1875.....	281,911	275,910	264,560	274,631	275,147	294,631	226,241	233,957	333,776	383,604	429,765	497,650	3,802,942
1876.....	327,190	312,116	295,000	275,400	264,900	262,300	253,500	288,300	374,000	440,600	450,332	486,300	3,980,581
1877.....	397,500	379,900											
St. Louis, Kana. C. & North'n:													
1875.....	208,088	196,155	243,991	220,692	188,063	173,332	153,497	248,836	246,624	263,240	235,176	265,536	2,636,707
1876.....	246,536	282,879	271,230	234,002	237,354	228,720	216,916	255,686	290,601	328,508	282,511	261,177	3,137,279
1877.....	240,042												
Toledo, Peoria and Warsaw:													
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,554	127,167	123,920	116,762	1,411,722
1876.....	99,208	112,261	102,73										

NATIONAL AND STATE SECURITIES.

Interest.							Interest.						
		Amounts outstanding.	Rate.	Payable.	Term.	Price.			Amounts outstanding.	Rate.	Payable.	Term.	Price.
National Securities, Mar. 1, 1977.													
Loan of June 14, 1858.....	registered	\$260,000	5	Jan. & July.	1874	111	Massachusetts—(\$29,465,204):	650,000	5	Jan. & July.	1884	111	111
Loan of February 8, 1861.....	registered	15,507,000	6	Jan. & July.	1880	111	.. Lunatic Hospital Loan, 1874.....	400,000	5	Jan. & July.	1884	111	111
.. .. coupon		4,008,000	6	Jan. & July.	1880	111	.. Harbor Land Improvement bonds, 1874	220,000	5	May & Nov.	1880	108	108
Oregon War Bonds of March 2, 1861.....	coupon	945,000	6	Jan. & July.	1881	107	.. Back Bay Land bonds, 1861 and 1862.....	1,850,000	6	Jan. & July.	75-76	115	115
Loan of July 17, and Aug. 5, 1861.....	registered	128,158,000	6	Jan. & July.	1881	111	.. Union Defense Loan, 1861.....	50,000	6	June and Dec.	1883	111	111
.. .. coupon		63,168,350	6	Jan. & July.	1881	111	.. Union Defense Loan, 1862.....	888,000	6	Jan. and July.	1883	111	111
Loan of Feb. 25, 1862 (5-20s).....	registered	53,754,400	6	May & Nov.	1882	111	.. Coast Defense Loan, 1863.....	8,380,244	5	"	1889		
.. .. coupon		21,245,000	6	May & Nov.	1882	111	.. Bounty Fund Loan, 1863 and 1864.....	999,944	5	"	1889		
Loan of March 3, 1863.....	registered	53,754,400	6	Jan. & July.	1881	111	.. War Fund Loan, 1869.....	10,971,992	5	Various.	88-94	109	109
.. .. coupon		21,245,000	6	Jan. & July.	1881	111	.. Troy & Greenfield R.R. & Tunnel Loan.	3,599,020	5	Jan. & July.	1900		
Loan of March 3, 1864 (5-20s).....	registered	19,075,750	6	May & Nov.	1884	108	Michigan—(\$1,664,000):	105,000	6	"	1878	102	102
.. .. coupon		81,390,300	6	May & Nov.	1884	108	.. Renewal Loan bonds, 1858.....	1,032,000	6	"	78-83	104	104
Loan of March 3, 1865 (5-20s).....	registered	64,943,450	6	Jan. & July.	1885	109	.. Two Million Loan bonds, 1863.....	366,000	7	May & Nov.	1890	110	110
.. .. coupon		137,719,650	6	Jan. & July.	1885	109	.. War Bounty Loan bonds, 1865.....	250,000	7	Jan. & July.	77-78	109	109
.. .. 2d series (5-20s).....	registered	97,635,550	6	Jan. & July.	1887	111	.. State Buildings Loan, 1867 to 1869.....	230,000	7	"	83-93		
.. .. coupon		215,567,200	6	Jan. & July.	1887	111	.. State Buildings Loan, 1873, coupon	2,275,000	7	"	1887		
.. .. 3d series (5-20s).....	registered	15,479,000	6	Jan. & July.	1888	111	.. Railroad Aid bonds, 1858, (repudiated).	439,000	6	"	81-91	105	105
.. .. coupon		21,994,900	6	Jan. & July.	1888	111	.. Missouri—(\$1,839,000):	2,727,000	6	"	1889		
.. .. 4th series (5-20s).....	registered	141,990,900	6	Mar. & Sept.	1904	109	.. State Debt Proper, 1865 and 1868.....	1,100,000	6	"	94-95	105	105
.. .. coupon		52,578,400	6	Mar. & Sept.	1904	109	.. Consolidation bonds, 1868.....	15,808,000	6	"	70-87	106	106
Loan of March 3, 1864, (10-40s).....	registered	225,968,250	5	F. M. A. & N.	1881	110	.. Funding Bonds, 1874.....	505,000	6	"	92-94	105	105
.. .. coupon		292,000,500	5	F. M. A. & N.	1881	110	.. Railroad Aid bonds, 1853-68.....	160,000	10	Mar. & Sept.	1881		
Consols of July 14, '70 & Jan. 20, '71.....	registered	38,649,500	44	M. J. S. & D.	1891	109	.. Nevada—(\$100,000):	418,000	6	Jan. & July.	75-78	104	104
.. .. coupon		11,550,500	44	M. J. S. & D.	1891	109	.. Bonds funding floating debt, 1871.....	600,000	6	Mar. & Sept.	84-89	108	108
Debt matured and without interest..... (var.)		8,629,860	3	"	Due		.. New Hampshire—(\$3,724,100):	500,000	6	Jan. & July.	79-80	103	103
Navy Pension Fund of July 23, 1868..... (cur.)		14,000,000	3	"	Irred.		.. War Loan Bonds, of 1861.....	2,206,100	6	Jan. & July.	92-95	111	111
Pacific R. R. Bonds (registered)..... (currency)		64,623,512	6	Jan. & July.	'96-'99	128	.. War Loan Bonds, of 1864.....	1,000,000	6	"	78-84	108	108
United States Notes.....		361,304,851	nat.	"	"		.. State bonds, 1873.....	900,900	6	"	86-96		
Fractional Currency.....		24,434,420	nat.	"	"		.. Equalization (Municipal) bonds, 1872.....	563,400	6	"	97-02		
State Securities, latest dates.													
Alabama—(\$21,670,810):							.. War Loan (tax free) bonds, 1861.....	1,000,000	6	"	78-84	108	108
.. Bonds (old), extended.....		2,582,800	5	May & Nov.	'80-'92	34	.. War Loan (tax free) bonds, 1863.....	900,900	6	"	86-96		
.. Bonds (new), 1866, '68 '72 and '73.....		2,112,700	8	Jan. & July.	'86-'93	34	.. War Loan bonds, 1864.....	1,057,000	7	"	1877	101	101
.. Bonds (new), 1874.....		341,000	7	"	1894		.. Bounty Loan bonds, coupon.....	14,855,000	7	"	1877	101	101
.. R. R. Loans (\$2,300,000) & endorsements.....		15,051,000	8	"	'90-'91	17	.. Bounty Loan bonds, registered.....	889,781	6	J. A. J. & O.	1878	106	106
Arkansas—(\$12,733,086):							.. State (Deficiency) Stock, '38, part at will.....	880,000	6	June & Dec.	1877	102	102
.. Bonds (Funding), 1869 and 1870.....		3,060,000	6	Jan. & July.	1890	25	.. Canal Stock (old).....	1,562,900	6	Jan. & July.	1887	120	120
.. Levee bonds (warrants), 1871.....		1,460,000	7	"	1900		.. Canal Stock, 1872.....	847,500	6	"	1883	115	115
.. Deficiency Bonds, 1872.....		300,000	7	"	1882		.. Canal Stock, 1873.....	4,302,600	6	"	1891-120		
.. Bonds (for \$2,500,000), 1875.....		790,000	7	"	1895		.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	122	122
.. Railroad Aid bonds, 1869 and 1870.....		5,800,000	7	April & Oct.	1900	9	North Carolina—(\$25,419,045):	4,738,800	6	Jan. & July.	75-96	18	18
California—(\$3,396,500):							.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	75-98	18	18
.. Civil (S. F.) bonds, 1857 and 1860.....		75,500	7	Jan. & July.	'77-'80		.. Railroad and Improvement (old) bonds.....	2,383,000	6	Jan. & July.	75-98	9	9
.. Relief Fund bonds, 1863.....		95,500	7	"	1883		.. Railroad and Improvement (new) bonds.....	1,695,000	6	April & Oct.	75-98	9	9
.. State Capitol bonds, 1870 to 1872.....		500,000	7	"	1885		.. Funding (new) bonds, 1868.....	2,417,400	6	Jan. & July.	1900	10	10
.. Funding bonds, 1873.....		2,801,000	6	"	1893		.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	10	10
Connecticut—(\$6,014,000):							.. Special Tax bonds.....	11,407,000	6	"	'98-'99	2	2
.. War Loan bonds (10-20 yrs), 1861.....		505,900	6	Jan. & July.	1881	110	.. Loan (sinking fund), 1850.....	11,965	6	Jan. & July.	1875		
.. War Loan bonds (20 yrs), 1863 and '64.....		2,195,500	6	"	'83-'84	111	.. Loan (sinking fund), 1860.....	4,082,810	6	"	1881	103	103
.. War Loan bonds (10-30 yrs), 1864.....		568,500	6	April & Oct.	1894		.. Loan (sinking fund), 1856.....	2,400,000	6	"	1886	112	112
.. War Loan bonds (20 yrs), tax free, 1865.....		1,741,100	6	"	1885		Oregon—(\$246,027):	4,027	7	"	75-84		
Delaware—(\$1,231,000):							.. Bounty and Relief bonds.....	200,000	7	"	1890		
.. State bonds to railroads, etc.....		1,231,000	6	Jan. & July.	1885		.. Willamette Canal and Lock bonds, 1870	400,000	6	April & Oct.	1879	104	104
District of Columbia—(\$12,790,000):							Pennsylvania—(\$24,668,635):	395,000	6	Jan. & July.	1882	103	103
.. Improvement (gold) bonds, 1872.....		4,000,000	6	Jan. & July.	1892		.. Inclined Plane Loan, of 1849.....	3,618,500	6	Feb. & Aug.	77-78	101	101
.. Improvement (cur.) bonds, 1873.....		790,000	7	"	1893		.. Loan, May '62 & Apr. '62, reg. & coup.....	87,000	4	"	1882		
.. Funding bonds, 1874, (guar. by U. S.).....		10,494,550	3.5	Feb. & Aug.	1924	74	.. Loan	7,882,500	6	"	1877	102	102
Florida—(\$6,431,767):							.. Stock Loan of Feb. 2, 1867, 2d series.....	9,995,800	6	"	1882	110	110
.. State bonds, 1871.....		350,000	7	Jan. & July.	1891		.. Stock Loan of Feb. 2, 1867, 3d series.....	500,000	6	April & Oct.	1876		
.. Consolidated (gold) bonds of 1873.....		509,200	6	"	1903		Rhode Island—(\$2,638,000):	1,019,000	6	Mar. & Sept.	1882	110	110
.. Loan (J.P. & Mob. R.R.) gold bonds, 1870		4,000,000	8	"	1890		.. War Loan bonds of 1862.....	1,619,000	6	Various.	'98-'94		
Georgia—(\$19,823,900):							.. War Loan bonds of 1863 and 1864.....	944,918	6	Jan. & July.	77-80	37	37
.. Bonds to Atlantic and Gulf R. R.....		1,000,000	6	Feb. & Aug.	'73-'86	105	.. State House Stock, 1856 to 1861.....	287,000	6	"	71-80		
.. Bonds, act March 12, 1866.....		8,600,000	7	Jan. & July.	1886	106	.. State House bonds, 1863 and 1864..... cur.	867,000	6	"	75-79	35	35
.. Bonds (gold), act Sept. 1870.....		2,098,000	7	J. A. J. & O.	1890	106	.. Blue Ridge R. R. bonds, 1854.....	824,113	6	"	87-97	35	35
.. Bonds (gold), act Oct. 1870.....		1,880,000	7	April & Oct.	1890	106	.. Funding Stock and bonds, 1866.....	3,764,850	6	J. A. J. & O.	82-89	45	45
.. Bonds (funding), 1873.....		1,200,000	8	"	'76-'86		.. Funding and Conversion bonds, 1868-69	261,000	6	J. A. J. & O.	1889	45	45
.. Bonds to Brunswick & Albany R.R. '70		1,500,000	7	June & Dec.	1890		.. Land Commission bonds, 1869 and 1870.....	292,641	7	J. A. J. & O.	1868	27	27
.. Railroad aid bonds (endorsed), 1870 & '71		7,545,900	var	Various.	'90-'91	102	.. Relief (Treasury) bonds, 1860.....	1,391,084	var	Various.	1893		
Illinois—(\$1,689,045):							.. Consolidated bonds, 1873, reg. and coup.....	4,707,603	var	Various.	var.		
.. Interest bonds, 1847.....		940,445	6	Jan. & July.	1878		Tennessee—(\$47,185,617):	2,641,000	6	April & Oct.	30 yrs	43	43
.. Refunded Stock bonds, 1859.....		320,000	6	"	'76-'99	102	.. State Bonds (direct).....	28,530,000	6	Jan. & July.	30 yrs	43	43
.. Chicago Relief bonds, 1871.....		250,000	6	May & Nov.	1881		.. Railroad, &c., Loan bonds.....	7,141,000	6	"	'97-'99	43	43
Indiana—(\$910,000):							.. Funding bonds, 1866 and 1868.....	6,222,000	6	"	1914	43	43
.. Temporary Loan bonds, 1873.....		910,000	7	April & Oct.	1876		.. Funding bonds, 1873, coupon and reg.....	125,000	6	Jan. & July.	1877		
Iowa—(\$543,000):							.. State Bonds.....	75,000	6	"	1892		
.. War and Defense bonds, 1861.....		300,000	7	Jan. & July.	1881		.. State Bonds.....	697,000	7	"	1910		
Kansas—(\$1,336,175):							.. Revenue Deficiency (gold) bonds.....	1,000,000	10	Mar. & Sept.	1874		
.. Funding & c. bonds 1863 to 1864.....		101,175	6	Jan. & July.	'83-'84		.. Funding (gold) Bonds.....	279,000	10	Jan. & July.	1884		
.. Bonds (various) 1866 to 1869.....		889,000	7	"	'76-'99		.. Funding (currency) Bonds.....	400,000	10	"	1894		
.. Military Loan bonds, 1864 to 1869.....		346,000	7	"	'84-'99		.. Pension (currency) Bonds.....	312,000	6	J ne & Dec.	75-96	100	100
Louisiana—(\$21,099,100):							Virginia—(\$50,556,403):	7,562,652	6	Jan. & July.	'86-'95	30	30
.. Treasury Relief bonds, 1853.....		735,000	6	Jan. & July.	1893	38	.. Coupon (old) bonds, 1851 to 1861.....	700,000	6	"	10 to	30	30
.. Levee bonds, 1869.....		1,000,000	8	Various.	1886	38	.. Registered (old) bonds, 1851 to 1861.....	20,239,005	6	"	1905	60	60
.. Levee bonds, 1867.....		3,992,000	8	May & Nov.	1907	38	.. Coupon (new) bonds, 1866 and 1867.....	2,442,784	6	"	1906	40	40
.. Levee bonds, 1870.....		2,966,900	8	Mar. & Sept.	1875	38	.. Registered (new) bonds, 1866 and 1867.....	15,239,370	6	"	consol		
.. Funding (coupon) bonds, 1869.....		722,100	6	Jan. & July.	'86-'88	38	.. Consol. (coup. receivable for taxes) 1871.....						
.. Funded (floating debt) bonds, 1870.....		2,821,000	6	May & Nov.	1910	38	.. Consol. (coup. not so receivable) 1872.....						
.. Penitentiary bonds, 1869.....		497,000	7	Mar. & Sept.	1909	38	.. Deferred (W. Va.) certificates, 1871.....						
.. Mex. & Mex. Gulf Ship Canal bonds, '69		389,000	7.3	"	1899								
.. Railroad Aid (various) bonds.....		2,335,000	6	Various.	'72-'06								
.. Railroad Loan (var.) bonds, 1869 to 1871.....		4,750,000	8	Various.	'99-'11								
.. Consolidated Funding bonds, 1874.....		951,864	7	Jan. & July.	1914	61							
Maryland—(\$11,046,019):													
.. Bonds to R. R. and Canals.....		5,604,129	5	J									

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) .	\$ 4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	114
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Agricultural)	300,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)...	252,000*	7	"	"	1890	98
Alabama Central:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1899	02
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	109	Consol. Mortgage for \$2,000,000.	965,000	6	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1886	95		344,500	6	"	"	1893	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	85	Boston, Hartford and Erie:						
Albany Loan.....	933,800	6	"	"	1896	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	101
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	....
Allegheny Valley:							Mass. L. sec'd by \$4,000,000 Ber.	3,600,000	7*	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	105	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	96	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	100
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	Apr. & Oct.	Phil. or Lond.	1900	60	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	107
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	50	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
American Central:							Bonds of 1876.....	161,000	6	Jan. and July.	"	1896	....
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	104	Boston and Maine:						
Androscoggin:							Bonds of 1893 (coup. and reg.)...	3,200,500	7	Jan. and July.	Boston.	'93-'94	111
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and New York Air Line:						
Arikanese Central (narrow gauge):							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	Boston and Providence:						
Ashabula, Youngstown & Pitts.							Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,500,000	7*	Apr. & Oct.	New York.	1901	....	Brunswick and Albany:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1905	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	88	Buffalo, Corry and Pittsburg:						
Land Gra't Mortgage (gold).....	3,374,500	7*	Apr. & Oct.	Boston.	1900	81	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1888	....
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	7*	Buffalo and Erie:						
Consol. mort. gold (Oct. 1, '76)...	2,074,000	7*	"	"	1903	52	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
Consol. Second Mort. (gold).....	976,000	7*	Apr. & Oct.	"	1903	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Land Income bonds.....	475,000	12	Jan. & July.	N. Boston.	....	106	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	107
Atlanta and Richmond Air Line.							Buffalo and Jamestown:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	....	Mortgage.....	1,000,000	6*	.....	New York.	1902	....
Atlantic and Great Western:							Buffalo, New York and Erie:						
1st Mortgage (gold).....	14,922,000	7*	Jan. & July.	N.Y. or Lond.	1902	....	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Buffalo, New York & Phila.:						
3d Mortgage (gold) Income.....	25,783,000	7*	May & Nov.	"	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	94
Atlantic and Gulf:							2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	Burlington, Cedar Rapids & Minn.:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mortgage, atg., skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	46
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Atlantic and Lake Erie:							Burlington and Missouri River:						
1st Mort. (gold) for \$5,000,000....	.....	7*	Jan. & July.	New York.	1901	....	Land and R. R. Mortgage.....	4,660,250	7	Apr. & Oct.	N. Y. & Bost.	1893	108
Atlantic, Miss. and Ohio (428 m.)							Stock Bonds pref. 8d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
1st Mortgage for \$15,000,000.....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	Stock (common) Bonds.....	308,000	8	Apr. & Oct.	N. Y. & Bost.	1879	106
2d Mort. to State (no int. till '80).	4,000,000	....	.....	.....	....	....	Stock (common) Bonds.....	250,000	8	Jan. & July.	"	1894	106
Atlantic and Pacific:							Stock (common) Bonds.....	401,000	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100
1st Mort. (So. Pac. R. R. assumed)	7,188,500	6*	Jan. & July.	"	1888	61	Bonds convertible until 1882....	600,000	8	"	Boston.	1883	91
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Calro and Fulton (Arkansas):						
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Calro and St. Louis (3 ft. gauge):						
Atlantic and St. Lawrence:							1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	L	1878	....	Calro and Vincennes:						
2d Mortgage (sterling) of 1864....	1,500,000	6*	Apr. & Oct.	"	1884	....	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	First Income bonds.....	1,000,000	10*	.....	.....	....	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1291	....
Loan of 1850-'80.....	679,500	6	Jan. & July.	Baltimore.	1880	103	Camden and Amboy:						
Loan of 1853-'75.....	1,710,000	6	Apr. & Oct.	"	1886	108	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102
Loan of 1856-'90 (Balt.) skg. fd.	3,253,026	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	102
Loan of 1870-'95 (atg.) skg. fund.	3,398,956	6*	March & Sept.	London.	1896	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	108
Loan of 1872-1902 (atg.) S. F.	9,193,852	6*	"	"	1902	....	Sterling Loan, S. F. (\$292,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (atg.) S. F.....	9,576,000	6*	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	600,000	7	Apr. & Oct.	"	1879	102
1st Mortgage (R. R.) gold guar..	3,000,000	6*	Apr. & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	101
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg. fd.) d for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	50
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	Apr. & Oct.	Camden.	....	96
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	Apr. & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7*	Jan. & July.	.....	1902	....
Belfast and Mooshead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	....
Bellefonte and Snow Shoe:							2d Mortgage-Income Bonds..	3,000,000	7	Apr. & Oct.	"	1914	....
1st Mortgage.....	90,000	6	.....	Philadelphia.	1883	....	Carthage and Burlington:						
Bellefontaine and Indiana:							1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1870	108
1st Mort., ass'd by C., C. C. & I.	453,000	7	Jan. & July.	New York.	1890	....	Catawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	Apr. & Oct.	New York.	1896	85	1st Mortgage (new).....	1,300,000	7	"	"	1900	97
Beiot and Madison (O. & N.W.)...							Chattel Mortgage.....	209,850	6	May and Nov.	"	'98-'99	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	....
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	102	Cazenovia and Canastota:						
2d Mortgage..... A. Co. and)	499,500	6	March & Sept.	Philadelphia.	1885	99	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage..... Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1887	97	Oeder Falls and Minnesota:						
Bingham Canyon & Camp Floyd:							1st Mort. (C. F. to Waverly)....	198,000	7	Apr. & Oct.	New York.	1884	80
1st Mortgage.....	240,000	8*	Jan. & July.	.....	1903	....	1st Mort. (W. to Minn. Line)....	1,384,000	7	Feb. & July	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$	7	Jan. & July.	Boston.	1880	102
1st Mortgage, 1st Div. \$10,000 p.m.	675,000	7	" " "	" " "	1894	99	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" " "	" " "	1894	99	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	" " "	" " "	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" " "	1916	100	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mort. 2d series (")	2,000,000	7*	" " "	" " "	1900	....
2d Mortgage Government's aid.	1,600,000	6	Jan. & July.	" " "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7*	" " "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	" " "	1881	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage	12,000,000	6*	" " "	" " "	1903	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	106
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	32 1/2	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" " "	1901	....	1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage	3,500,000	8	Jan. & July.	" " "	1890	....
1st Mortgage	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage	1,350,000	8	May & Nov.	" " "	1891	....
Central of New Jersey:							1st Mortgage (on Branch)	1,325,000	8	March & Sept.	" " "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	48	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" " "	1890	105 1/2	1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1893	99 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	" " "	1887	....	2d Mort. (")	1,191,000	7	April & Oct.	" " "	1884	91 1/2
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	63	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" " "	1903	98 1/2
Censol. Mort. for \$25,000,000....	15,000,000	7	" " "	New York.	1899	63	1st Mort. (East. Div. Palmer.)	547,000	8	May & Nov.	" " "	1874	....
Central Ohio (B. and O.):							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" " "	1897	85 1/2
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	102 1/2	1st Mort. (Minnesota Central.)	190,000	7	" " "	" " "	1894	....
Central Pacific of California:							1st Mort. (St. Paul Division)	4,000,000	7*	" " "	" " "	1902	89
1st Mort. 30 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York.	1885-99	106 1/2	1st Mort. (Iowa and Dak. Div.)	857,000	7	" " "	" " "	1899	83
Convertible 20 years bonds, gold	1,483,000	7*	" " "	" " "	1883	103	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" " "	1898	114 1/2
State Aid B'ds (Int. by State) gold	1,500,000	7*	" " "	Sacramento.	1884	104 1/2	2d Mort. (")	1,315,000	7 1/2	" " "	" " "	1898	83
2d Mort. (Government's Subsidy)	27,855,850	6	" " "	U.S. Treasury.	1895-99	....	1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	" " "	1902	83 1/2
1st Mort. (Western Pacific) gold	2,735,000	6*	" " "	New York.	1899	101	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" " "	1891	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" " "	" " "	1888	83 1/2	Equipment and Bridge Bonds	245,000	10	June & Dec.	" " "	1883	....
1st Mort. (S. Fr. Okid. & Ala.)	500,000	8*	" " "	" " "	1890	....	Consol. Mort. for \$35,000,000....	2,154,000	7	Jan. & July.	" " "	1905	82
1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	" " "	1900	90 1/2	Chicago and Northwestern:						
Land bonds (Con. Pac. Co.) gold	9,209,000	6*	" " "	" " "	1890	94 1/2	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	109 1/2
Central Vermont:							General 1st Mortgage (193 m.)	3,578,000	7	" " "	" " "	1885	106
1st Mort. Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	9	Funded coupons (193 m.)	740,300	7	May & Nov.	" " "	1883	105 1/2
2d Mort. Consol. (")	1,500,000	7	June & Dec.	" " "	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	" " "	1885	101
1st Mort. (Stan. Sheff. and Ch.)	500,000	7	Jan. & July.	" " "	1887	26	Green Bay Ext. (26m & 76,000 a.)	285,000	7	" " "	" " "	1885	101
Income and Extension Bonds	1,008,000	8	May & Nov.	" " "	1902	53	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" " "	" " "	1882	106 1/2
Equipment Mort. (Vt. Central)	1,000,000	8	" " "	" " "	1876-77	28	Elgin and State Line	122,003	6	Jan. & July.	" " "	1878	....
Equipment Mort. (")	1,000,000	8	" " "	" " "	1889	28	Mississippi River Bridge	186,000	7	" " "	" " "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" " "	1891	33	1st Mortgage (Peninsula)	328,000	7	March & Sept.	" " "	1898	....
Missisquoi R.R. (")	500,000	7	" " "	" " "	1891	....	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	" " "	1915	1 1/2
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" " "	1904	....	General Consol. Gold Bonds	9,758,000	7*	June & Dec.	" " "	1902	87 1/2
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" " "	1911	....
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" " "	1911	....
Funded Interest on 1st Mort.	157,400	7	" " "	" " "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	" " "	1898	106
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	" " "	" " "	1888	....
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.):						
Chartiers:							1st Mortgage \$28,000 p. m. gold	2,504,000	7*	Jan. & July.	Boston.	1903	....
1st Mort. guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi. Pekin & Southwrm (CB&Q):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	" " "	1888	....	1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1896	107 1/2
Cherry Valley, Sharon and Alb.							Branch Bonds Sinking Fund	1,000,000	6	Feb. & Aug.	" " "	1895	102 1/2
1st Mort. con. guar. by A. & B. Co.	300,000	7	June & Dec.	New York.	1899	....	New Mort. bonds for \$12,500,000	....	6	Jan. & July.	" " "	1917	....
Chesapeake and Ohio:							Chi. & Southwrm (C. R. L. & Pac.):						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	22	1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	5,428,000	7*	Jan. & July.	" " "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" " "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" " "	" " "	1880	....	Chicago and Superior:						
2d Mort. (") coupon	902,000	6	" " "	" " "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income (") coupon	300,000	8	" " "	" " "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon	160,500	8	" " "	" " "	1877	....	1st Mort. guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.)	813,700	6	Jan. & July.	Boston.	77-96	98 1/2	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	100
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863	1,250,000	7	May & Nov.	New York.	1880	....
Chester and Tamaras:							2d Mortgage of 1865	500,000	7	Jan. & July.	" " "	1885	....
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....	3d Mortgage of 1867	500,000	8	June & Dec.	" " "	1877	....
Chicago and Alton:							Consol. S. F. M. for \$3,000,000.	....	7	April & Oct.	" " "	1905	....
1st Mortgage, pref. sinking fund	28,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.):						
2d Mortgage	2,400,000	7	Jan. & July.	" " "	1893	114 1/2	1st Mort. guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	103
3d Mortgage Income	1,100,000	7	April & Oct.	" " "	1883	105 1/2	Cincinnati, Lafayette and Chi.:						
Consol. Bonds (\$220 stg. each)	1,379,550	6*	Jan. & July.	London.	1903	....	1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	84
1st Mort. (St. L. J. & C.) assumed	584,000	7	April & Oct.	New York.	1894	105	Consolidated Mortgage	471,000	7*	June & Dec.	" " "	1914	....
2d Mort. (")	188,000	7	Jan. & July.	" " "	1895	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" " "	1900	87	1st Mort. guar. by I. C. & I. A. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund	2,571,000	8	Jan. & July.	New York.	1883	114 1/2	1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund con.	150,000	8	" " "	" " "	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	580,000	7	April & Oct.	" " "	1890	....	1st Mortgage guar. by C. H. & D.	td					

404

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.): Construction and Equip. bonds.....	\$ 600,000	6	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.): 1st Mort. (\$424,000 guar.).....	\$ 2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,006,000	7	" " "	" " "	1892	107	Detroit, Eel River and Illinois: 1st Mortgage for \$22,000 p.m.....	1,826,000	8	Jan. & July.	New York.	1891	....
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" " "	1900	112	Detroit, Hillsdale and Indiana: 1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York	1890	....
Clev., Painesville & Ashtabula: Regist'd bds(ass'd by L.S.&M.S.)	1,000,000	7	Jan. & July.	New York.	1880	105	2d Mortgage (coupon) guar.....	300,000	8	Jan. & July.	" " "	1881	....
3d Mortgage " " " " " "	1,000,000	7	April & Oct.	" " "	1892	109	Detroit, Lansing and Lake Mich.: 1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1898	....
Cleveland and Toledo: 1st Mort., s.f.(ass'd by L.S.&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	109	1st Mortgage (on Branches).....	675,000	8	June & Dec.	" " "	1897	....
2d Mortgage " " " " " "	\$60,000	7	April & Oct.	" " "	1886	107 1/2	2d Mortgage.....	1,359,000	8	Feb. & Aug.	" " "	1893	44 1/2
Colebrookdale: 1st Mort. guar. by Ph. and Rdg Colorado Central (3 ft. gauge):	584,700	6	June & Dec.	Philadelphia.	1898	50	1st Mort. (Ionia and Lansing).....	770,000	8	Jan. & July.	New York.	1889	....
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	2d Mort. (" " " " ").....	81,000	8	May & Nov.	" " "	1880	....
Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.....	15,244,750	7	April & Oct.	New York.	1908	314	Detroit & Milwaukee (Gt. W. of Ca.): 1st Mortgage. (D. & M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage skg fund.....	6,582,400	7	Feb. & Aug.	" " "	1909	10	2d Mortgage (" " " " ").....	1,000,000	7	" " "	" " "	1875	....
Income convertible.....	3,893,000	7	" " "	" " "	1890	....	1st Funded Coup. (D. & M.R.R.).....	625,924	7	Jan. & July.	" " "	1875	....
1st Mort. (Chic. and St.Eastern)	461,000	7	April & Oct.	" " "	'89-'95	....	2d Funded Coup. (" " " " ").....	375,734	7	May & Nov.	" " "	1875	....
2d Mort. (" " " " ")	344,400	7	Jan. & July.	" " "	" " "	....	1st Mort. (Detr. & Pontiac R.R.).....	160,000	7	April & Oct.	" " "	1878	....
1st Mort. (Cln. and Chl. Air-L.)	194,100	7	Feb. & Aug.	" " "	1890	....	2d Mort. (" " " " ").....	100,000	7	Jan. & July.	" " "	1878	....
1st M., s.f. (" " " " ")	39,650	7	May & Nov.	" " "	1895	....	3d Mort. (" " " " ").....	250,000	8	Feb. & Aug.	" " "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" " "	1904	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" " "	1886	....
2d Mort. (" " " " ")	821,000	10	May & Nov.	" " "	1904	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	" " "	1886	....
1st M. (Col. & Ind.) 1st&2d pref. 2d Mortgage (Ind. Central).	309,500	7	Jan. & July.	" " "	1883	....	Detroit, Mon. & Tol. (L.Sb.&M.S.): 1st Mortgage Aug. 1, 1885.....	924,000	7	Feb. & Aug.	New York.	1906	106 1/2
1st Mort.(Tol., Loganspt & Bur.)	666,500	7	Feb. & Aug.	" " "	1884	....	Dixon, Peoria and Hannibal: 1st Mort., guar. by C., B. and Q.	563,506	8	Jan. & July.	New York.	1889	101
Income (" " " " ")	74,024	7	" " "	" " "	1906	....	Dubuque and Sioux City: 1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1888	105
1st Mort.(Union & Logansport) Columbus, Springfield and Cin.: 1st M.(assumed by Cln., S. & C.)	815,000	7	April & Oct.	" " "	1906	....	Dubuque Southwestern: 1st Mortgage.....	450,000	7	April & Oct.	New York.	1888	....
Columbus and Hocking Valley: 1st M. on Branch (& 2d on main)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage, preferred.....	75,590	7	Jan. & July.	" " "	1888	....
General Mortgage.....	634,000	7	" " "	" " "	1892	....	Dunkirk, Allegheny Val. & Pittsb.: 1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Columbus and Xenia: 1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	Dutchess and Columbia: 1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
Connecticut and Passumpsic Riv.: New Mortgage for \$1,500,000.....	1,350,000	7	April & Oct.	Boston.	1898	103	East Alabama and Cincinnati: 1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
Coupon Notes.....	129,000	7	June & Dec.	" " "	1881	97	East Brandywine & Wayneboro: 1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	" " "	1889	90	East Pennsylvania (Ph. & Rdg.): 1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	100
Connecticut River: 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.: 1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1906	91
Connecticut Valley: 1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	" " "	" " "	'82-'87	....
Connecticut Western: 1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" " "	1886	....
Connecting (Philadelphia): 1st Mort. ABCD & E\$200,000 each	991,000	6	March & Sept.	Philadelphia.	1234	101	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" " "	1886	....
Cooperstown and Susq. Valley: 1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Company Bonds (E.T. & Ga.-old)	635,000	6	" " "	" " "	'80-'86	....
Cowanesque Valley: 2d Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Company Bonds (" " " " " new)	135,400	6	" " "	" " "	1876	....
Cumberland & Penn. (Consol. Coal): 1st Mortgage.....	100,000	7	May & Nov.	" " "	1882	....	Eastern (Mass.): 1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1898	....
2d Mortgage, sinking fund.....	803,500	6	March & Sept.	New York.	1891	....	Loan of 1867.....	.....	7	" " "	" " "	1887	....
Cumberland Valley: 1st Mortgage.....	648,000	6	May & Nov.	" " "	1888	....	Loan of 1868.....	.....	7	" " "	" " "	'88-'89	....
2d Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Loan of 1869.....	.....	6	May & Nov.	" " "	1889	....
Plain bonds.....	109,600	8	" " "	" " "	1908	....	Ten year coupon notes.....	.....	7	" " "	" " "	1882	....
Danbury and Norwalk: Mortgage Bonds of 1870.....	81,800	6	" " "	" " "	1884	....	Ten year coupon notes.....	.....	7	" " "	" " "	'83-'84	....
Mortage Bonds of 1870.....	190,000	7	Jan. & July.	New York.	1880	....	Sinking Fund Bonds.....	.....	7	May & Nov.	" " "	1884	....
Mortage Bonds of 1870.....	200,000	7	" " "	" " "	1890	....	Sterling Sink. Pd. Bonds.....	3,049,200	6*	March & Sept.	London.	1893	....
Mortage Bonds of 1872.....	200,000	7	" " "	" " "	1892	....	Certif. of Indebt. Sept. 1, 1876.....	11,796,000	3 1/2	" " "	Boston.	1906	50
Danv., Hazleton & Wilkesbarre: 1st Mortgage.....	140,000	7	April & Oct.	Philadelphia.	1887	40	Eastern Shore (Md.): 1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage.....	300,000	7	" " "	" " "	1885	....	2d Mortgage.....	200,000	6	April & Oct.	" " "	1886	....
Danv., Urb., Bloom'gton & Pekin: 1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	Elizabethtown and Paducah: 1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1880	....
Davenport and St. Paul: 1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	Elmira and Williamsport (N. Cen.): 1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	101
Dayton and Michigan (C.H. & D.): 1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Income Mortgage guaranteed ..	570,000	5	April & Oct.	" " "	2862	6 1/2
2d Mortgage, guar.....	441,000	7	March & Sept.	" " "	1884	....	Erie Railway: 1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	114
3d Mortgage, guar.....	356,000	7	April & Oct.	" " "	1888	....	2d Mortgage.....	2,174,000	7	March & Sept.	" " "	1879	13
Toledo Depot bonds guar.....	106,500	7	March & Sept.	" " "	'86-'94	....	3d Mortgage.....	4,852,000	7	" " "	" " "	1888	102
Dayton and Union: 1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" " "	1880	105
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	....	5th Mortgage convertible.....	709,500	7	June and Dec.	" " "	1888	101
Income Bonds.....	252,445	6	" " "	" " "	1879	....	Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	" " "	1891	....
Dayton and Western (L. M. R.R.): 1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Sterling Loan (£1,000,000) conv.	4,457,714	6*	March & Sept.	London.	1875	....
1st Mortgage (" " " " ")	495,000	6 1/2	Jan. & July.	" " "	1906	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7	" " "	NY&London.	1920	....
Decatur, Sullivan and Mattoon: 1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7*	June and Dec.	London.	1894	....
Delaware and Bound Brook: 1st Mortgage.....	1,200,000	7	Feb. & Aug.	Philadelphia.	1905	98	Convertible bonds.....	10,000,000	7*	J. A. J. and O.	London.	1903	....
Delaware (P. W. and Balt.): 1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....	Erie and Pittsburg (Penn.): 1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
1st Mortgage extension.....	100,000	6	" " "	" " "	1880	....	2d Mortgage.....	92,800	7	April & Oct.	" " "	1890	....
Delaware State Loan.....	170,000	6	" " "	" " "	1876	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" " "	1898	....
Delaware, Lackawan. & Western: 2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	106	Equipment Mortgage.....	750,000	7	April & Oct.	" " "	1890	....
Convertible Bonds.....	600,000	7	June & Dec.	" " "	1892	103 1/2	European & N. American (Me. m.): Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" " "	1889	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" " "	1899	....
1st M. Ext. (" " " " ")	370,000	7	March & Sept.	" " "	1885	....	New Mortgage for \$5,000,000.....	.....	.....	" " "	.....	....	....
Denver & Boulder Val.(Den. Pac): 1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....	Evansville and Crawfordsville: 1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York	1887	....
Denver Pacific: 1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....	1st Mortgage (109 m.).....	636,000	7	May & Nov.	" " "	1897	....
1st Mort. gold & Rio Grande(3 ft. gauge): 1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ama.	1900	61	1st Mort. (Rockville Extension). Evansville, Terre Haute & Chl.: 1st Mortgage, gold.....	147,000	7	Feb. & Aug.	" " "	1880	....
1st Mortgage (Erie).....	2,400,000	6	Jan. & July.	New York.	1904	....	Fall River, Warren & Prov.(B.&P): 1st Mortgage.....	775,000	7*	May & Nov.	New York	1900	....
							Fitchburg: Bonds of 1874.....	200,000	7	Jan. & July.	Providence.	1883	....
							Flint and Pere Marquette: 1st Mort. Land Gr. (3d series)...	500,000	7	April & Oct.	Boston.	1894	112
							Flint & Holly S.F. (\$25,000 p.y.)	2,210,000	8	March & Sept.	New York.	1888	....
							1st Mort.(Bay C. & E. Ing. guar.	425,000	10	May & Nov.	" " "	1868	....
							Bay County Bonds (guar.).....	100,000	10	Jan. & July.	Newark.	1882	....
							1st Mort. skg.f.d.(H., V. & Mon.)	75,000	10	March & Sept.	New York.	1887	....
							Consolidated Sinking Fund.....	1,000,000	8	Jan. & July.	" " "	1901	....
							Construction Loan.....	1,771,000	8	May & Nov.	" " "	1903	....
								280,400	8	Jan. & July.	" " "	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	106
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1896	53
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6*	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,792,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.):						
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109
Fonda, Johnstown & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Port Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Blooming. & West:						
Port Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	22
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold..	5,510,000	7*	Jan. & July.	"	1912	....
2d Mortgage.....	600,000	8	"	"	1893	....	2d Mortgage.....	1,500,000	8	"	"	1890	5
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	30	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1883	39	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Fremont, Elkhorn & Mo.(S.C.&P.):							International and Gt. Northern:						
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	74
Galena & Chic. Union (C. & N. W.):							Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio:							Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Genova, Ithaca and Athens:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	178-'83	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	376,000	10	"	"	1883	86 1/2
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	664,500	7	Jan. & July.	Augusta	1875-'90	....	1st Mort. (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	....
Ullman, Clinton & Springfield:							2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	1877-'82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
Grand Rapids & Indiana:							2d Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mortgage L. G. guar. gold..	4,000,000	7*	Jan. & July.	New York.	1899	85	Equipment Mortgage.....						
1st Mort. L. G. not guar. gold..	3,224,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessee....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessee....	600,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	84
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.)						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,183,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	110
Provincial Debenture's \$3,111,500	15,567,500	.....		Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	....
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	1877-78	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	6,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (239 m.)	1,968,000	8	"	"	1891	61
Debenture Bonds \$1,743,160...	8,716,800	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	104	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	70 1/2	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank. (L. S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	448,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,428,546	7	Jan. & July.	Columbia.	181-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	181-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	45	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	80	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1912	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1877-'94	105	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	1877-'88	105	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	73	1st Mortgage, guaranteed.....	506,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (Q. & Palm R. R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R. R.	700,000	6											

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6	Feb. & Aug.	N. Y. & St. Lo.	1895	.....	Bonds to State of Kentucky.....	\$ 74,519	6	Jan. & July.	New York.	Perp.	.....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6	June & Dec.	"	1896	.....	1st Mortgage for Cincinnati Br.....	3,000,000	7	"	"	1897	.....
1st M. (3d Div. 244.66m. & 3,060,000a)	6,411,000	7	May & Nov.	N. Y. L. & F.	1899	.....	2d Mortgage for \$1,000,000.....	\$78,000	6	April & Oct.	"	1900	.....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	.....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	.....
1st Mort. (2,000,000 acres) gold....	1,222,250	7	Jan. & July.	N. Y., L. & F.	1880	.....	1st Mort. (Louisville & Frankf'l)	39,000	6	"	"	'73-'78	.....
2d Mort. (") gold.....	1,500,000	7	March & Sept.	"	1886	.....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	.....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	.....	1st Mortgage (Shelby R. R.).....	88,500	8	June & Dec.	"	1881	.....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	.....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	.....	Ten Year Mortgage Gold bonds	2,000,000	7	May & Nov.	New York.	1883	.....
Keat County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1883	.....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	.....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'85	.....
Kentucky Central:							1st Mort. (Memphis and Ohio).....	3,500,000	7	June & Dec.	New York.	1901	.....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	.....	1st Mort. (Memp. & Clarksv. Br.)	2,389,710	6	Feb. & Aug.	"	1902	.....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	.....	Consol.M. for \$8,000,000(392 m.)	7,109,000	7	April & Oct.	"	1898	94
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	'86-'87	.....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	.....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	.....
Funded Interest.....	254,300	8	"	"	1884	.....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	90
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m.	2,875,000	7	Jan. & July.	New York.	1892	.....
La Crosse, Trempealeau & Precourt:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	.....	1st Mortgage end by Ga. R. R.....	300,000	7	Jan. & July.	New York.	1877	.....
Laf., Blooming, & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	.....
1st Mortgage gold guar.....	1,300,000	7	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga.R.R.	370,000	7	"	"	1879	.....
Laf., Muncie & Bloom. (T.W. & W.)							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	.....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	.....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	.....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	.....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	.....	Equipment Mortgage.....	150,000	7	"	"	1879	.....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7	Jan. & July.	New York.	1897	.....	1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	.....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	.....	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F.,							\$1,100,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1898	91
Consol. Mort., S.F.,	6,118,000	7	Jan. & July.	"	1900	108	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	.....
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1903	98	1st Mort. (Belfast & Moosehead)	150,000	3	May & Nov.	Belfast & Bost.	1890	.....
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	.....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	109	1st Mortgage (Portland & Ken.)	217,700	6	April & Oct.	Augusta.	1886	.....
Reg. Mort. (Clev., Pain, & Ash.)	1,000,000	7	Jan. & July.	"	1880	105	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1896	.....
3d Mort. (") " " " " " "	1,000,000	7	April & Oct.	"	1892	109	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1878	.....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	111	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	.....
2d Mort. (") " " " " " "	2,682,306	7	"	"	1877	103	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	.....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	109	Mansfield & Framing. (B.C. & F.)						
2d Mort. (") " " " " " "	819,000	7	April & Oct.	"	1886	107	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	.....	Marietta and Cincinnati:						
Mort. Bonds (") " " " " "	300,000	7	March & Sept.	"	1886	.....	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	.....
Mort. Bonds (") " " " " "	2,850,000	7	April & Oct.	"	1898	107	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107
1st M. (Detri, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	106	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1898	82
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	88	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	50
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	.....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	.....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	.....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	.....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	443,000	7	"	"	1885	.....	1st Mortgage gold.....	1,500,000	7	Feb. & Aug.	New York.	1896	.....
2d M. (") " " " " " "	500,000	7	June & Dec.	"	1894	.....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)	1,780,000	8	Jun. & Dec.	New York.	1892	.....
1st Mortgage gold.....	2,000,000	7	April & Oct.	Cleveland, O.	1901	.....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	.....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1901	.....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	'92-'03	.....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	.....	Massawippi Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	90
1st Mort. nkg fund gold tax free.	4,500,000	7	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	8,200,000	7	April & Oct.	"	1900	.....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	.....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	.....
Lawrence (P. Ft. W. & Chi.):							1st Mortgage guaranteed, gold..	100,000	7	Jan. & July.	New York.	1890	.....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	.....	Maysville and Lexington:						
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	.....
1st Mort. guar. by Pac. of Mo.....	500,000	7	April & Oct.	New York.	1899	.....	Memphis and Charleston:						
Leaven, Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	.....
1st Mort. nkg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	.....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	"	1890	.....	Tennessee State Loan.....	1,514,142	6	"	"	.....	.....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	.....	Income Bonds.....	600,000	10	March & Sept.	"	'73-'78	.....
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	.....	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	.....
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"	.....	.....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	105	Michigan Air Line (Mich. Cent.):						
1st Mortgage (") reg.....	5,000,000	6	"	"	1898	105	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	.....
2d Mortgage for \$6,000,000	6,000,000	7	March & Sept.	"	1910	106	Michigan Central:						
General Mort. for \$40,000,000.	5,000,000	6	June & Dec.	"	1923	65	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	.....
General Mort., registered.....	5,000,000	6	"	"	1922	.....	1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	113
Lewisb. Centre & Spruce C. (P. & E.)							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	103
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	.....	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	84
Lexington & St. Louis (A. & P.):							Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	.....
1st Mortgage gold.....	900,000	6	June & Dec.	New York.	1899	.....	Michigan Lake Shore:						
Little Miami:							1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	.....
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	.....	Mich. So. and North'n Indiana:						
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	.....	1st Mort. assum'd by L.S. & M.S.	5,254,000	7	May & Nov.	New York.	1885	112
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	.....	2d Mort. " " " " " "	2,682,000	7	"	"	1877	104
Little Rock and Fort Smith:							Middletown, Unionv. & W. Gap:						
1st Mortgage gold.....	3,500,000	6	Jan. & July.	N. Y. & Bost.	1900	.....	1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1888	.....
Land Grant sinking fund.....	2,000,000	7	"	"	1905	69	Midland of Canada:						
Little Rock, Pine Bl. & N. Orleans:							1st Mortgage sterling £335,000..	1,675,000	6	May & Nov.	London	1896	.....
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4	Midland Pacific:						
Little Schuylkill (Phila. & Rdg.):							1st Mortgage gold, tax free.....	1,100,000	7	Feb. & Aug.	New York.	1899	.....
1st Mortgage (Skg. Fd.).....	750,500	7	Apr. and Oct.	Philadelphia.	1877	101	Midlin and Centre Co. (Pa.):						
Logansport, Crawf. & S'wain Ind.							1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	.....
1st Mortgage gold.....	1,500,000	6	F. M. A. & N.	New York.	1900	.....	Milwaukee and St. Paul--						
Long Island:							See Chicago, Mil. & St. Paul						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1876	.....	Milwaukee, Lake Sh. & Western:						
1st Mortgage (Extension).....	175,900	7	Feb. & Aug.	Philadelphia.	1890	.....	1st Mortgage.....	3,000,000	7	June & Dec.	New York.	1902	.....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	.....	Milwaukee and Northern:						
General Mortgage.....	775,000	7	"	New York.	1899	101	1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	.....
Louisiana & Mo. Riv. (Ch. & Al):							Mineral Point:						
1st Mortgage.....	1,300,000	7	Feb. & Aug.	New York.	1900	87	1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	.....
Louisville, Paducah and S. W.:							Minneapolis & Duluth (L.S. & M.)						
1st Mortgage.....	1,000,000	8	March & Sept.	New York.	1890	.....	1st Mortgage gold, guaranteed.....	400,000	7	Apr. and Oct.	New York.	1911	.....
2d Mortgage.....	900,000	7	May & Nov.	"	1892	.....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H.C.):						
1st Mortgage.....	600,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	'81-'93	....	New York Central & Hudson R.						
Tennessee State Loan.....	430,547	.....	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	105 1/2
Mississippi Valley and Western:							Bonds for B. & N. F. stg (")	76,000	6	May & Nov.	"	1883	....
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks (")	592,000	6	"	"	1883	101 1/2
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	166,000	6	"	"	1883	101 1/2
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds of 1854 renewed (")	2,900,000	6	June & Dec.	"	1887	103 1/2
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F.	1,894,000	7	"	"	1885	112 1/2
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Tebo & Neosho) S. F.	362,000	7*	June & Dec.	"	1903	....	1st Mort., coup. } for \$80,000,000	18,465,000	7	Jan. & July.	"	1903	116
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	50	1st Mort., reg'd }		6*	"	"	1903	116
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	New York and Harlem:						
Missouri River, Ft. Scott & Gulf:							Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	Sinking Fund Mortgage of 1861.	108,444	7	Jan. & July.	"	1881	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	118 1/2
Mobile and Girard:							Consol. Mort. of 1872, reg..		7	"	"	1900	....
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	300,000	8	"	New York.	1889	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
Plain bonds.....	33,500	8	"	Savannah.	1887	....	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
2d Mortgage.....	800,000	8	"	"	1900	....	1st Mort. (Hartford & Portchester)	1,000,000	7	.....	New York.	1903	....
Mobile and Ohio:							New York and New England:						
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	....
Interest bonds.....	1,524,300	8	"	Mobile.	'76-'83	....	1st mortgage, new.....	243,000	7	Jan. & July.	"	1905	....
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	New York and Oswego Midland:						
Tennessee Substitution Bonds.....	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Special Mort. (Gainesville Br'h)	63,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage.....	1,453,858	8	March	"	1877	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000.....	977,550	7*	Jan. & July.	N. Y. & Lond.	1904	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
Convertible 3 per cent. bonds.....	977,550	8	M. J. S. & D.	New York.	....	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	....	....
Montclair (N. Y. & O. Mid.):							Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	New York, Providence & Boston:						
2d Mortgage.....	780,000	7	"	"	....	....	1st Mortgage.....	75,000	6	Feb. & Aug.	New York.	1878	....
Income Mortgage.....	888,400	7	"	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Montgomery and Erie (Erie):							General Mort. for \$1,000,000.....	337,000	7	Jan. & July.	"	1899	....
1st Mortgage.....	127,800	7	May & Nov.	New York.	1888	....	Norfolk & Petersburg (A. M. & O.):						
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	92 1/2
Montgomery and Eufaula:							1st Mortgage.....	157,000	7	"	"	1877	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage.....	454,000	8	"	Norfolk.	1893	....
1st Mortgage not endorsed.....	336,000	8	June and Dec.	"	1900	....	North Carolina:						
Monticello and Port Jervis:							1st Mortgage.....	375,000	8	May & Nov.	Co's Sheds, NC.	1878	....
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	North Eastern (S. Car.):						
Morris and Essex (D. L. & W.):							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	118 1/2	2d Mortgage.....	226,600	8	"	"	1899	....
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	103 1/2	North Missouri (St. L., K. O. & N.):						
Convertible bonds.....	354,800	7	Jan. & July.	"	1900	91 1/2	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	98
Construction bonds.....	673,000	7	Feb. and Aug.	"	1889	100	North Pennsylvania:						
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	102	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	107
Special Mortgage.....	1,025,000	7	"	"	....	....	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	110
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	92 1/2	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	106 1/2
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N. S. & Cent):						
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	'74-'83	....	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	"	"	'81-'91	82 1/2	Northern Central:						
New Mortgage.....	4,700,000	7	"	"	1913	82 1/2	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	113
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	88	3d Mortgage Coupon.....	1,125,000	6	April & Oct.	Phila. & Balt.	1900	103 1/2
2d Mortgage gold.....	206,000	6*	April & Oct.	Nashville.	1887	....	Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Nashua and Lowell:							Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	....	Consol. Mort. coupon.....	2,599,000	6*	April & Oct.	Baltimore.	1900	98 1/2
Newark & New York (C. of N. J.):							Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. General Mort. S. F.....	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	98
Newark, Somerset & Stratville:							Northern New Jersey (Erie):						
1st Mortgage gold.....	890,000	7*	May & Nov.	New York.	1889	98	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
New Bedford:							Northern Pacific:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	1st Mort. on R. R. & lands gold..	30,097,600	7.3*	Jan. & July.	New York.	1900	13 1/2
New Issue for \$250,000.....	400,000	7	"	"	1894	105	Northwestern Virginia:						
New Haven and Derby:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	97
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	Northwestern Union (C. & N. W.):						
New H. Middle'n & Willman:							1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Norwich & Worcester (B. H. & E.):						
2d Mortgage.....	2,000,000	7	"	"	1881	....	1st Mort. Mass. Loan, skg. fd..	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Northampton:							Construction Bonds.....	150,000	7	"	"	1877	....
1st Mortgage.....	1,000,000	7	Jan. &										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	83 1/2	Mortgage Loan, convertible....	290,000	6	Jan. & July.	Phila. & Bost.	1884	108 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	....
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	103 1/2
Omaha and Southwestern:							Loan of 1875.....	639,000	6	" "	" "	1900	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	95	Pickering Valley (Phila. & Rdg):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv....	3,000,000	6	Monthly.	New York.	1884	86
Osgo Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	81
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C., M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	120
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	112 1/2
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97 1/2	2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	" "	1891	55	3d Mortgage.....	2,000,000	7	April & Oct.	" "	1912	106
Income Bonds.....	1,500,000	7	Mar. and Sept.	" "	1892	....	Constructive bonds of Jan. 1, 1907	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1886	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch)....	500,000	6*	April & Oct.	" "	1893	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
1st Mort. (Leav. Atch. & N. W.)	500,000	6*	April & Oct.	" "	1889	....	Pittsburg, Wash'ton & Baltimore:						
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	" "	1899	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	165 1/2
Paducah and Memphis:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Panama:							Real Estate Mortgage.....	100,000	6	" "	Baltimore.	1883	....
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	Plymouth, Kankakee & Pacific:						
Paris and Decatur:							1st Mortgage for \$3,600,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Port Huron and Lake Michigan:						
Paterson and Newark (Erie):							1st Mortgage gold, for \$1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland & Ogdensburg (Me. & N. H.):						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mort. (Maine Section) gold....	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Consol. Mort. gold, for \$3,300,000	749,000	6*	May & Nov.	" "	1901	15
Pemberton & Hights (U. C. of N.):							Portland and Ogdensburg (Vt.):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N. Y. & Bost.	1891	46
Peninsular (Mich.) Railway:							Portland and Oxford Central:						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	" "	" "	1900	....	Portland and Rochester:						
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
Pennsylvania:							2d Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104 1/2	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	105	Port Royal (S. C.):						
General Mortgage, registered.....	29,250,000	6*	Jan. & July.	London.	1905	98 1/2	1st Mortgage gold, skg fd.....	2,000,000	7*	May & Nov.	N. Y. & Lond.	1889	....
Consolidated Mortgage.....	4,795,108	5	April & Oct.	Philadelphia.	1911	77-90	1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
State lien for \$7,500,000, skg fd							Portsmouth, Gt. Falls & Conway:						
Pennsylvania Coal:							1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	65
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Poughkeepsie and Eastern:						
Pennsylvania and Delaware:							1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	2d Mortgage.....	75,000	7	" "	" "	....	....
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	Providence and Worcester:						
Pennsylvania & New York (L. V.):							1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	103	Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	Quincy, Alton and St. Louis:						
Peoria & Bureau Val. (C. R. I. & P.):							1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1892	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Palmyra:						
Peoria & Hannibal (C. B. & Q.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	101	Quincy and Toledo (T. W. & W.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	80
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy & Warsaw (C. B. & Q.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
Peoria and Rock Island:							Reading and Columbia (P. & R.):						
1st Mort. gold, conv. & tax free..	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	97
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1894	....
Perkiomen (Phila. and Rdg):							Rensselaer and Saratoga:						
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	117
Petersburg:							2d Mortgage.....	150,000	7	" "	" "	1887	....
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1908	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
2d Mortgage.....	500,000	8	" "	" "	1902	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent.:							1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000....	1,785,500	7	May and Nov.	" "	1921	92
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$5,000,000.	1,092,000	6*	" "	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	....	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	103 1/2	1st Mort. (Piedmont Branch)....	500,000	8	" "	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	96 1/2	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000....	7,852,000	6*	" "	Phil. or Lond.	1920	....	Consolidated Mortgage.....	1,766,000	6				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	" "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	" "	1902	....
2d Mort. (").....	17,500	6	" "	" "	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	" "	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	" "	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	" "	'80-'92	....
1st Mort. (E. D.) gold tax free...	1,500,000	5*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " "	200,000	7	" "	" "	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guarant'ed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	108 1/2	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884	....
1st Mortgage skg fd. (Series B)	1,100,000	7	April & Oct.	" "	1894	109	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87	1st Mort., endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	78	Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78	South Pacific (Atl. and Pac.)						
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	78	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	69 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	95 1/2	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99 1/2
2d Mort. (").....	6,000,000	7*	May & Nov.	" "	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	8 1/2
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	" "	" "	1897	....	2d preferred bonds.....	621,000	6	" "	" "	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" "	" "	1899	....	3d preferred bonds.....	452,800	6	" "	" "	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	" "	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	97 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	" "	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	" "	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	" "	" "	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st Mort. (Evans, H. & N. & N. & N.)	1,000,000	7	Jan. & July.	" "	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	88,000	7*	" "	" "	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" "	" "	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscookee) conv....	300,000	7	" "	" "	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" "	" "	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (" do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (" do.) R.R. & Lands.	8,500,000	7*	" "	" "	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1890	....
General Mortgage for \$15,000,000	.....	7*	" "	" "	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	" "	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stantead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	90	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1891	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar....	111,800	7	" "	New York.	1889	....	Income Mort. gold.....	200,000	6*	" "	" "	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar....	162,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" "	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Teco and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Seima and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000....	516,000	7	" "	" "	1894	....
Seima, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
2d Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	42
Equipment Mortgage.....	230,000	10	" "	" "	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottaw. (N. C.):							1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	90
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	" "	1896	87
Shenandoah and Fond du Lac:							2d Mort. conv. (").....	1,300,000	7	April & Oct.	" "	1886	30
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"		

AMERICAN RAILROAD BOND LIST.

The Letter (e) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	100
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	107
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort.....	300,000	6	" " "	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. O....	300,000	6	" " "	"	1890	102
3d Mortgage.....	650,000	7	May and Nov.	"	1876	....	2d Mortgage preferred.....	600,000	6	" " "	"	1896	81
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	107
Troy, Salem & Rutland (T. & S.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,755,000	6	Jan. and July.	New York.	1890	131
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	81
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,232,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	104	Western Union (Chl., M. & St. P.)						
1st Mort. Land Grant.....	7,404,000	7	Apr. and Oct.	"	1887	103	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,188,000	8	March & Sept.	New York.	1894	92	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1898	82
Omaha Bridge Bonds Sterling.....	2,279,000	8	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	"	1878	....
1st Mortgage gold, tax free.....	1,000,000	6	May and Nov.	New York.	1896	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville):	500,000	7	Apr. and Oct.	"	....	....
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	110
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P. T. & Buff.):							1st Mort. land gr., gold skg fund	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	7	"	"	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,844,000	6	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 (")	1,800,000	6	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand).	London.	1880	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & A.)	1,810,000	6	Feb. and Aug.	Philadelphia.	1883	102	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	31
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Princeton.	1889	102	Wilmington and Reading:						
Loan of 1889 (")	568,000	6	June & Dec.	Philadelphia.	1889	108	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	108	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Loan of 78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1879	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	102
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	70
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent. - See Central Vt.							1st M. L. G., gold S. F. \$25,000 p m	4,618,500	7	Jan. and July.	Boston.	1901	32
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	160,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,963,750	6	Jan. and July.	Philadelphia.	1886	86
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	6	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1888	84
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. O. & N.):						
1st Mortgage.....	491,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
3d Mortgage.....	990,000	6	"	"	1884	81	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	97
5th Mortgage.....	900,000	6	March & Sept.	"	1900	80	regis. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	98
Registered Certificates.....	116,000	8	Jan. and July.	"	1875	....	tered. { 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	90
Funded Interest.....	210,000	8	"	"	1880	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	91
Wallkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	94
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Bonds.....	41,560	6	"	"	1882	96
2d Mortgage, guaranteed.....	780,000	7	May and Nov.	"	1900	106	Convertible Loan, gold.....	771,000	6	March & Sept.	"	1884	90
Warren & Franklin (F. T. & B.):							1st Mortgage, registered.....	6,381,963	6	J. A. J. & O.	"	1884	100
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	78	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	100
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold.....	4,992,500	6	June & Dec.	"	1897	88
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,063,000	7	"	"	1911	80
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	....
1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So.							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	70	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	350,000	7	"	"	1891	53	Morris (and Banking):						
1st Mort. - Orange & Alexandria	400,000	6	May and Nov.	"	1873	76	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	76	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	102
3d Mort. (")	600,000	8	May and Nov.	"	1873	33	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
4th Mort. (")	700,000	8	March & Sept.	"	1880	30	Pennsylvania:						
Funded Coupons (do.).....	722,664	....	"	"	1896	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	70
1st Mort. (Lynchburg & Danville)	621,000	....	Apr. and Oct.	"	1896	....	1st Mortgage (W. Val. Can.).....	600,000	6	"	"	1878	....
Virginia State Loan.....	249,902	7	Jan. and July.	"	'02-'93	....	Schuylkill Navigation (Ph. & Rdg.)						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Rolling Stock										Abstract of General Balance Sheet										Operations				Earnings		Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Railroad										Property and Assets										Liabilities				Railroad Operated		Trains Moved		Passengers		Freight		Gross		Net		Dividends		Market		Par.		11-0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
M. in Line										Rolling Stock										Accounts and Cash				Stocks				Bonds				Accounts				Surplus Income				M.		M.		Number		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons</	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil" and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.										Operations.										Earnings.										Value of Shares.																			
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									
Property and Assets.										Liabilities.										Operations.										Earnings.										Value of Shares.									

Dec. 31, 1875	540.4	484.3	767.8	418,169	92,025	L. B. & Mich. E. N. Y. P. O. Mich. Ind. & Ill.	85,401,475	4,378,769	6,218,677	2,513,622	60,000,000	37,724,000	1,756,303	2,792,077	1,175,415,372	3,170,284	5,692,480	14,434,188	8,802,697	100	
Jan. 30, 1876	101.1	22.6	334	15	6	Lake B. Tuccarawa & W. Wheeling, O.	4,720,833	39,240	2,424,296	2,476,700	287,764	102,604	152,604	283,194	340,099	100	283,194	340,099	100	100	
Feb. 28, 1876	101.1	22.6	334	15	6	Lake Superior and Mississippi, Minn.	7,366,396	530,039	4,000,000	4,000,000	100,000	100,000	100,000	100,000	100,000	100	100,000	100,000	100	100	
Mar. 31, 1876	101.1	22.6	334	15	6	Lawrence (P. F. W. & O.) N. Y. & Ohio.	804,622	10,925	47,623	400,500	855,000	13,790	41,380	384,374	87,386	100	187,138	63,761	100	100	
Apr. 30, 1876	101.1	22.6	334	15	6	Leav. Worth, Atchison & N. W. (P. F. & O.)	1,100,000	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
May 31, 1876	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jun. 30, 1876	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jul. 31, 1876	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Aug. 31, 1876	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Sept. 30, 1876	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Oct. 31, 1876	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Nov. 30, 1876	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Dec. 31, 1876	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jan. 30, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Feb. 28, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Mar. 31, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Apr. 30, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
May 31, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jun. 30, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jul. 31, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Aug. 31, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Sept. 30, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Oct. 31, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Nov. 30, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Dec. 31, 1877	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jan. 30, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Feb. 28, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Mar. 31, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Apr. 30, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
May 31, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jun. 30, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jul. 31, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Aug. 31, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Sept. 30, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Oct. 31, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Nov. 30, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Dec. 31, 1878	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jan. 30, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Feb. 28, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Mar. 31, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Apr. 30, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
May 31, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jun. 30, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jul. 31, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Aug. 31, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Sept. 30, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Oct. 31, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Nov. 30, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Dec. 31, 1879	101.1	22.6	334	15	6	Lehigh and Lackawanna (C. of N. J.) Pa.	3,778,151	604,364	5,600,000	128,119	8,800,000	614,622	273,178	208.6	512,989	103,211	100	512,989	103,211	100	100
Jan. 30, 1880	1																				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Rolling Stock recurring to the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Lead Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "u."

[illegible]

Sept. 30, 1875	140.5	4.6	10.8	39	19	10	608	Richmond and Danville	5,860,614	2,349,366	100,790	729,707	48,979	224.6	670,412	136,678	221,037	93,088	322,448	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182,906	204,222	680,214	87.0	188,341	183,880	46,372	102,685	75,251	100
Sept. 30, 1875	22.6	2.7	4.2	14	9	18	176	Richmond and Petersburg	1,806,708	317,187	182									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

AN asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running data (—) signify "not ascertained."

Year ending	Railroad			Rolling Stock			Companies			Property and Assets			Liabilities			Railroad Operated			Operations			Earnings			Value of Shares			
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.		Cars.		Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	M.	M.	Trains Moved.	Passenger.	Freight.	Gross.		Net.	Dividends.	Market.
					Pass.	F.	Pass.	F.																				
31, 1875	31.8				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
32, 1876	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
33, 1877	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
34, 1878	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
35, 1879	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
36, 1880	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
37, 1881	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
38, 1882	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
39, 1883	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
40, 1884	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
41, 1885	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
42, 1886	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
43, 1887	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
44, 1888	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
45, 1889	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
46, 1890	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
47, 1891	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
48, 1892	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
49, 1893	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
50, 1894	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
51, 1895	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
52, 1896	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
53, 1897	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
54, 1898	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
55, 1899	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
56, 1900	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
57, 1901	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
58, 1902	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
59, 1903	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
60, 1904	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
61, 1905	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
62, 1906	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
63, 1907	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
64, 1908	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
65, 1909	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
66, 1910	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
67, 1911	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
68, 1912	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
69, 1913	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
70, 1914	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
71, 1915	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
72, 1916	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
73, 1917	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
74, 1918	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
75, 1919	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
76, 1920	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
77, 1921	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
78, 1922	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
79, 1923	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
80, 1924	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
81, 1925	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
82, 1926	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
83, 1927	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
84, 1928	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
85, 1929	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
86, 1930	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
87, 1931	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
88, 1932	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
89, 1933	33.0				22	9	6	337	2,000,000					2,000,000				54.2	65,432	620,648	491,757	211,701	100					
90, 1934																												

Philadelphia Stock Exchange.
Closing Prices for the week ending Mar. 2

W. 21. Th. 22. F. 23. Sat. 24. M. 26. Tu. 27.

W. 21. Th. 22. F. 23. Sat. 24. M. 26. Tu. 27.

Allegheeny Val. 7 3-10s.....	105	105	105	105	105
7s, income.....	50	50	50	50	50
Camden & A. M. 6s, 1885.....	50	50	50	50	102
6s, 1886.....	50	50	50	50	50
Mort. 6s, 1889.....	109	109	109	109	109
Camden and Atlantic.....	50	50	50	50	50
Preferred.....	50	50	50	50	50
1st mortgage.....	50	50	50	50	50
2d mortgage.....	50	50	50	50	50
Catawissa.....	50	50	50	50	50
Preferred.....	50	50	50	50	50
New preferred.....	50	50	50	50	50
7s, new.....	50	50	50	50	50
Del. & Bound Brook.....	50	50	50	50	50
7s.....	50	50	50	50	50
Elmira & Williamsport.....	50	50	50	50	50
Preferred.....	50	50	50	50	50
7s.....	50	50	50	50	50
Hunt. & B. Top Mt.....	50	50	50	50	50
Preferred.....	50	50	50	50	50
2d mortgage.....	50	50	50	50	50
Lehigh Navigation.....	21	21	21	21	21
6s, 1884.....	50	50	50	50	100
Gold Loan.....	88	88	88	88	88
Railroad Loan.....	100	100	100	100	100
Conv. Gold Loan.....	50	50	50	50	50
Lehigh Valley.....	41	41	42	42	41
6s, new, coupon.....	50	50	50	50	105
6s, new, registered.....	107	107	107	107	107
7s.....	107	107	107	107	107
Consol. mort. 6s.....	95	95	95	95	95
Little Schuylkill.....	50	50	50	50	50
Minehill & Ech. Haven.....	50	44	44	44	44
North Pennsylvania.....	45	45	45	45	45
1st mortgage 6s.....	106	106	107	107	107
2d mortgage 7s.....	110	110	110	110	110
Gen'l mort. 7s, coup. 100	100	100	100	100	100
Gen'l Mort. 7s, reg.....	50	50	50	50	50
Northern Central.....	19	20	20	20	20
Pennsylvania R. R.....	41	41	42	42	41
1st mortgage.....	104	104	104	104	104
Gen'l mortgage.....	106	106	106	106	106
Gen'l mort. reg.....	50	50	50	50	50
Consol. mort. 6s, reg.....	50	50	50	50	50
Penn. & N. Y. Canal 6s.....	50	50	50	50	50
Penn. State 6s, 2d series.....	101	101	102	102	102
Penn. State 6s, 3d series.....	110	110	110	110	110
Philadelphia City 6s, 103	105	105	105	105	105
6s, new.....	111	112	111	112	112
Phila. and Reading.....	13	12	13	13	13
Debenture bonds.....	13	13	40	40	40
7s, of 1893.....	50	50	50	50	50
7s, new, convertible.....	50	50	50	50	50
Gen'l mortgage 7s.....	50	50	93	93	93
Gen'l mortgage, reg.....	50	50	93	93	93
Philadelphia and Erie.....	11	11	11	11	11
1st mortgage, 6s.....	103	103	103	103	103
2d mortgage, 7s.....	95	95	95	95	95
Pittsb., Clin. & St. L. 7s.....	81	81	81	81	81
Pittsb., Titusv. & Buff.....	6	6	6	6	6
7s.....	47	47	47	47	47
Schuylkill Navigation.....	50	50	50	50	50
Preferred.....	7	7	7	7	7
6s, 1872.....	50	50	50	50	50
6s, 1882.....	50	50	50	50	50
6s, 1895.....	50	50	50	50	50
United Co. of N. Jersey 1st x 134	134	134	134	134	134
Hestonville, (Hoyan.) 1s.....	14	14	16	16	16
Chestnut & Wal. (do.).....	88	68	13	13	13
Germantown (do.).....	50	50	50	50	50
Green and Cones (do.).....	50	50	50	50	50
Lombard & 8th. (do.).....	50	50	50	50	50
2d and 3d streets (do.).....	60	60	60	60	60
Spruce and Pine (do.).....	50	50	50	50	50
18th and 15th sts. (do.).....	81	32	32	32	32
Union (do.).....	50	50	50	50	50

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 27

W.21.Tb 22 F.23 Sat.24 M.26.Tu.27

Baltimore and Ohio.....	134	120
6s, 1880.....	103	103
6s, 1885.....	107	107
Central Ohio.....		
1st mortgage.....	102	
Marietta & Cincinnati.....		
1st mortgage, 7s.....	107	107
2d mortgage, 7s.....		
3d mortgage, 8s.....	10	
Northern Central.....		
2d mortgage, 6s 1885.....	20	26
3d mortgage, 6s, 1900.....		
6s, 1900, Gold.....	98	
Orange and Alex. 1st.....		
2d mortgage, 6s.....		
3d mortgage, 8s.....	60	
4th mortgage, 8s.....	33	
O., Alex. & Annapolis 7s.....		90
Potab. & Connellsville.....	151	151
Virginia 6s, Consol.....	60	60
Consol. Comps.....	84	84
Deferred Certificates.....		
Western Maryland.....		
1st M., end, by Balt.....		
2d M., do.....		
3d M., do.....		
1st M., unendorsed.....		
2d M., end, Wash. Co.....		
3d Mort., preferred.....		81

New York Stock Exchange.

Closing Prices for the week ending Mar. 23.

	Th. 22	F. 23	Sat. 24	M. 25	Tu. 27	W. 28
Adams Express.....	101	100	101	101	101	101
Albany and Susq.....	68	68	68	68	68	68
1st mortgage.....	95	95	95	95	95	95
2d mortgage.....	94	94	94	94	94	94
American Express.....	49	53	54	53	53	54
Am. Dock and Imp. 7s.....	24	24	23	23	23	22
Atlantic & Pacific Tel. 24	24	23	23	23	23	22
Bost., Hart, & Erie 1st.....	45	45	45	45	45	45
Burl., C. R. & Minn. 1st.....	45	45	45	45	45	45
Central of N. Jersey .. 9	9	9	9	9	9	8
1st mortgage, new.....	103	104	104	104	104	105
7s, consolidated.....	53	53	53	53	53	53
7s, convertible.....	47	47	48	48	48	48
Central Pacific 6s, gold 108	108	108	108	108	108	108
1st M. (San Joaquin) 91	91	91	91	91	91	91
1st M. (Cal. and Or.).....	88	88	88	88	88	88
Land grant 6s.....	94	94	94	94	94	94
Chicago and Alton.....	92	92	92	92	92	92
Preferred.....	104	104	104	104	104	104
1st mortgage.....	114	115	114	114	114	114
Sinking Fund.....	106	106	106	106	106	106
Income bonds.....	106	106	106	106	106	106
Chic., Burl. & Quincy 97	100	102	102	102	102	102
7s Consol. 1903.....	103	103	103	103	103	103
8s, 1883.....	114	114	114	114	114	114
Chic. & Milwaukee 1st.....	106	106	106	106	106	106
Chic., Mil. and St. Paul.....	18	18	18	18	18	18
Preferred.....	40	40	40	40	40	40
1st mortgage, 8s.....	94	94	94	94	94	94
2d mortgage, 7 3-10s.....	94	94	94	94	94	94
7s, gold.....	99	99	99	99	99	99
1st M. (La. Crosse div.).....	85	85	85	85	85	85
1st M. (I. and M. div.).....	85	85	85	85	85	85
1st M. (I. and D. div.).....	85	85	85	85	85	85
1st M. (H. & D. div.).....	85	85	85	85	85	85
1st M. (C. & M. div.).....	85	85	85	85	85	85
Consolidated S. P.....	32	32	32	32	32	32
Chic. & Northwestern 32	32	32	32	32	32	32
Preferred.....	51	52	52	51	51	51
1st mortgage.....	106	106	106	106	106	106
Sinking Fund.....	106	106	106	106	106	106
Consolidated 7s.....	106	106	106	106	106	106
Consol. Gold bonds.....	87	88	88	87	87	87
Do. reg.....	100	100	100	100	100	100
Chic. Rock Isl. & Pac. 107	107	107	107	107	107	107
7s, 1896.....	107	107	107	107	107	107
6s, S. F.....	107	107	107	107	107	107
Olev., Col., C. and Ind. 27	107	107	107	107	107	107
1st mortgage.....	90	90	90	90	90	90
Olev. & Pittsburg guar. 89	90	90	90	90	90	90
7s, Consolidated.....	107	107	107	107	107	107
4th mortgage.....	107	107	107	107	107	107
Olev., P. and Ash. 7s.....	107	107	107	107	107	107
7s, new.....	107	107	107	107	107	107
Col., Chi., & Ind. Cent.....	107	107	107	107	107	107
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	107	107	107	107	107	107
Consol. Coal of Md.....	107	107	107	107	107	107
Del. & Hudson Canal 48	50	50	49	51	51	51
Reg. 7s, 1891.....	96	96	96	96	96	96
Reg. 7s, 1884.....	96	96	96	96	96	96
7s, 1894.....	96	96	96	96	96	96
Del., Lack. & Western 57	59	59	59	60	60	60
2d mortgage 7s.....	103	103	103	103	103	103
7s, Convertible.....	103	103	103	103	103	103
Del., Mon. & Tol. 1st.....	72	72	72	72	72	72
Dist. of Columbia 3-6s.....	72	72	72	72	72	72
Erie Railroad.....	16	16	16	16	16	16
Preferred.....	103	103	103	103	103	103
1st mortgage.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
3d mortgage.....	103	103	103	103	103	103
4th mortgage.....	103	103	103	103	103	103
5th mortgage.....	103	103	103	103	103	103
Great Western 1st mort.....	88	88	88	88	88	88
2d mortgage.....	103	103	103	103	103	103
Hannibal & St. Joseph.....	103	103	103	103	103	103
Preferred.....	76	76	76	76	76	76
8s, Convertible.....	103	103	103	103	103	103
Hudson River 2d mort.....	47	47	47	47	47	47
Illinois Central.....	47	47	47	47	47	47
Kansas Pacific 1st mort.....	107	107	107	107	107	107
Lake Shore & Mich. So. 48	107	107	107	107	107	107
Consol. 7s.....	107	107	107	107	107	107
Consol. 7s, reg.....	107	107	107	107	107	107
2d Consolidated.....	107	107	107	107	107	107
Lake Shore Div. bonds.....	107	107	107	107	107	107
Leh. & W. B. 7s, Con.....	53	53	53	53	53	53
Long Dock bonds.....	94	94	94	94	94	94
L'ville & Nash. 7s Cons 95	94	94	94	94	94	94
Michigan Central.....	42	43	43	42	42	40
7s, 1902.....	103	103	103	103	103	103
8s, 1882.....	103	103	103	103	103	103
M. B. and N. I. 1st, S. F.....	104	104	104	104	104	104
2d mortgage.....	81	81	81	81	81	81
Morris and Essex.....	116	116	116	116	116	116
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
7s of 1871.....	101	101	101	101	101	101
7s, Convertible.....	91	91	91	91	91	91
7s, Consolidated.....	91	91	91	91	91	91
N. Y. Cent. & Hud. Riv. 93	93	93	93	93	93	93
7s, Sinking fund, 1876.....	103	103	103	103	103	103
6s, Sinking fund, 1883.....	103	103	103	103	103	103
6s, Sinking fund, 1887.....	103	103	103	103	103	103
1st mortgage.....	116	116	116	116	116	116
1st mortgage reg.....	116	116	116	116	116	116
N. York and Harlem.....	116	116	116	116	116	116
Preferred.....	116	116	116	116	116	116
1st mortgage.....	116	116	116	116	116	116
1st mortgage, reg.....	116	116	116	116	116	116

New York Stock Exchange.

Closing Prices for the week ending Mar. 23.

	Th. 22	F. 23	Sat. 24	M. 25	Tu. 27	W. 28
New Jersey.....	185	185	185	185	185	185
N. Y. N. Haven & Hart 162	162	162	162	162	162	162
North Missouri 1st M.....	98	98	98	98	98	98
Ohio and Mississippi.....	64	64	64	64	64	64
Preferred.....	94	94	94	94	94	94
2d mortgage.....	80	80	80	80	80	80
Consolidated 7s.....	87	87	87	87	87	87
Consol. Sinking fund.....	87	87	87	87	87	87
Pacific Mail S. S. Co. 22	22	21	20	20	20	20
Pacific R. R. of Mo.....	97	97	97	97	97	97
1st mortgage.....	87	87	87	87	87	87
2d mortgage.....	87	87	87	87	87	87
Panama.....	120	120	120	120	120	120
Pitts., Ft. W. & Chi. gld.....	98	98	98	98	98	98
1st mortgage.....	120	120	120	120	120	120
2d mortgage.....	120	120	120	120	120	120
3d mortgage.....	120	120	120	120	120	120
Quicksilver Mining Co. 15	16	16	16	16	16	16
Preferred.....	13	13	13	13	13	13
St. L., Alton and T. H.....	13	13	13	13	13	13
1st mortgage.....	87	87	87	87	87	87
2d mortgage.....	87	87	87	87	87	87
Income bonds.....	10	10	10	10	10	10
St. L., Iron Mt. & S. P.....	95	95	95	95	95	95
1st mortgage.....	95	95	95	95	95	95
2d mortgage.....	95	95	95	95	95	95
St. L., Jack. & Chi. 1st.....	105	105	105	105	105	105
St. L., Kan. City & N.....	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105
Tol., P. & W. 1st E. D.....	105	105	105	105	105	105
1st mort., West. Div.....	105	105	105	105	105	105
Tol., Wab. & Western.....	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105
7s, Consolidated.....	74	74	74	74	74	74
St. Louis Division.....	74	74	74	74	74	74
Union Pacific.....	70	70	70	70	70	70
1st mortgage.....	104	104	104	104	104	104
Land Grant 7s.....	104	104	104	104	104	104
Sinking Fund 8s.....	92	92	92	92	92	92
United States Express.....	43	43	43	43	43	43
Wells-Fargo Express.....	84	84	84	84	84	84
Western Pacific bonds.....	61	61	61	61	61	61
Western Union Tel.....	62	62	62	62	62	62
7s, S. F. conv., 1900.....	62	62	62	62	62	62

Boston Stock Exchange.

Closing Prices for the week ending Mar. 23.

	Th. 22	F. 23	Sat. 24	M. 25	Tu. 27	W. 28
Atch., Top. and San. Fe.....	87	87	87	87	87	87
1st mortgage.....	53	53	53	53	53	53
2d mortgage.....	79	79	79	79	79	79
Land Grant 7s.....	120	120	120	120	120	120
Income 12s.....	114	114	114	114	114	114
Boston and Albany.....	120	120	120	120	120	120
7s, reg.....	114	114	114	114	114	114
6s, 1895.....	114	114	114	114	114	114
Boston and Lowell.....	61	61	61	61	61	61
7s.....	61	61	61	61	61	61
Boston and Maine.....	96	96	96	96	96	96
Boston and Providence.....	130	130	130	130	130	130
Boston, Hart, & Erie 7s.....	104	104	104	104	104	104
Boston Water Power.....	41	41	41	41	41	41
Burl. & Mo. R. L. G. 7s.....	32	32	32	32	32	32
Burl. & Mo. R. in Neb.....	99	99	99	99	99	99
8s, old.....	100	100	100	100	100	100
8s, new.....	91	91	91	91	91	91
Chi., Burl. and Quincy 97	100	100	100	100	100	100
7s, new.....	106	106	106	106	106	106
Chm., Sand. and Olev.....	3	3	3	3	3	3
Concord.....	103	103	103	103	103	103
Connecticut River.....	103	103	103	103	103	103
Eastern.....	52	52	52	52	52	52
Scr. of Bonds.....	50	50	50	50	50	50
Fitchburg.....	103	103	103	103	103	103
Ind., Cin. & Lafayette.....	103	103	103	103	103	103
Kan. O. Top. & West.....	103	103	103	103	103	103
Income 8s.....	42	42	42	42	42	42
Michigan Central.....	103	103	103	103	103	1

bank exchanges in currency reached \$401,460,872, or a daily average of \$66,910,145.

The aggregate of the outstanding U. S. currency of all denominations, March 1, was \$388,739,272. The outstanding amount of legal tender notes is \$364,239,484. The National bank circulation is now \$317,115,035 of currency notes and \$1,428,920 of national gold bank notes.

National Bank notes received at the Treasury Department last week for redemption were to the amount of \$4,608,000.

The U. S. Sub-Treasury in this city closed the week with a currency balance of \$44,017,735, against \$43,337,520, the preceding week; and a coin hoard of \$72,808,974 against \$72,496,237 on the previous return. The Customs revenue of the port during the week was \$1,924,000.

The income of the Government from internal revenues last week was about 2½ millions, and since July 1, 1876, about 84½ millions; and from Customs last week about 2¼ millions, and since July 1, 1876, about 95½ millions.

On Wednesday of this week the cash balances of the Treasury Department at Washington at the close of the day were: of Currency \$7,827,916; special deposit of legal tenders for the redemption of certificates of deposit, \$38,030,000; Coin, \$89,723,259, including of Coin certificates, \$49,466,100.

Another call for \$10,000,000 five-twentieths for redemption (making the forty-fourth call) was issued by the Secretary of the Treasury on the 27th inst., making \$130,000,000 of the old 1865 Five-Twenties, thus far called in, against an equal amount of the new funding loan of 4½ per cent already marketed.

Gold has been quoted a trifle higher, on, however, a comparatively tame market. The Customs call has been light for the season; and the export drain again unimportant. The extremes of the price during the week have been 104¼@105, closing on Wednesday at 104¾, as against 104¾ on Wednesday of the preceding week. The lowest point yet touched was 104¼, on Friday, March 2d. The specie outflow last week was only \$131,428, (of which \$77,428 in Mexican silver coin to Liverpool, \$40,000 in American gold coin to Puerto Cabello, and \$14,000 in gold to Panama,) making the total exports of specie hence since January 1, \$3,343,605 against \$11,630,959, the same time in the preceding year. The imports of specie at this port last week were up to \$968,107, (of which \$854,070 in silver bars from Liverpool, and \$102,350 in silver coin from Vera Cruz,) and since January 1st \$4,711,765 as against \$1,167,212 same time last year. The Customs demand for gold last week averaged \$320,667 per day. Foreign Exchange has been moderately sought after, and quoted generally steady. Bankers' sixty day bills on London closed on Wednesday at \$1 83½@84; sight bills on London at \$4 85½@86 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$3,952,107 against \$4,449,178 same week last year. The week's imports of Dry Goods and general merchandise were to the specie value of \$7,638,271 as against \$5,610,582 the corresponding week of 1876.

A somewhat freer movement has been reported in Government securities chiefly, on investment

account, but prices have been fluctuating slightly from day to day, partly in sympathy with the changes in the Gold premium, but mainly by the reports and rumors as to the progress of the refunding business of the Treasury Department. At the close the market was quite firm, leaving off on Wednesday as follows:

United States currency sixes, 123½@123¾; do. 6s, 1881, registered, 111½@111¾; do. coupon, 112¼@112½; do. 1865, registered, 108½@108¾; do. coupon, 108½@108¾; do. new, registered, 108¼@108½; do. coupon, 108¼@108½; do. 1867, registered, 111½@111¾; do. coupon, 111½@111¾; do. 1868, registered, 113@113½; do. coupon, 113@113½; do. ten-forties registered, 110¼@110½; do. coupon, 111@111¼; do. five-twentieths, 1881, registered, 110@110¼; do. coupon, 110@110¼; do. 4½ per cents, 1891, registered, 106½@106¾; Central Pacific Gold Bonds, 106@106¼.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$340,194,600, and \$19,223,000 as security for public deposits.

The week's import entries of Foreign Merchandise at New York included \$1,946,801 of Dry Goods and \$5,991,470 of General Merchandise.

State and Railway bonds have been moderately active, with prices of the more substantial loans quoted generally firm. And in the line of Railway and Miscellaneous share property the week's business has been on a more liberal scale, and the temper of the speculation, which opened unpromisingly enough, toward the close was indicative of some revival of confidence in values.

General business has been somewhat brisker in the more important kinds of domestic produce, partly on export account, with values, however, yet showing much irregularity.

Metals have been more freely dealt in, with Eglington Pig Iron quoted at \$24 75@25; Glenarnock \$26; Coltness \$26 50@27; No. 1 American Pig at \$19@20; No. 2 do. at \$18@19; Forge \$17 50@18; American Rails at works \$35@38; Old Rails \$18@19. Wrought Scrap \$26@27. Of Steel Rails, further sales were reported of 4,000 tons on the basis of about \$50 50@51 at the mills. Ingot Copper was quoted at 19½@19¾.

Hardware has been fairly active on a firm basis as to prices. Boots and Shoes have been in very good request, with prices for seasonable goods quoted strong. Dry Goods have been moderately sought after, with domestic Cottons and woollens as well as foreign fabrics showing depression and irregularity as to values.

Ocean freights have been somewhat brisker, but again quoted generally lower and weak. Liverpool steamer rates at the close for Grain 4d. per standard bushel. Provisions, 15s.@20s. Tallow, 15s.; Oil Cake, 12s. 6d.@15s. Leather, 80s. per ton; Cotton, 4d. per lb.; Apples, 3s. per bbl. Liverpool, by sail, Cotton, 3½@4d.; Grain, nominal. Measurement Goods at 12s. 6d. Grain rates on charter hence for Cork and orders 4s. 6d.@4s. 9d.; for the Continent, 5s.@5s. 6d.; and from Baltimore for Cork and orders, 5s.@5s. 6d. per quarter. Refined Petroleum hence for Cork and orders, 8s. 9d.@4s.; for the Continent, 8s.@4s. 3d. per bbl. Provisions on through freight account, by

rail and steam, from Chicago, for Liverpool, now quoted at 60cts. per 100lb.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri, Kansas and Texas consol. S. F., assented, 50; Chicago and Northwestern Interest bonds, 105½; do. Extension bonds, 101; Kalamazoo and White Pigeon 1st mort., 88½; Nashville and Decatur 1st mort., 88; United States called bonds, 107½; Dubuque and Sioux City R. R., 46; do. 7s, 2d div., 104; Nashville, Chattanooga and St. Louis 1st mort., 82½; Galena and Chicago 1st mort., 106½; Delaware and Hudson Canal reg. 7s, 1877, 97; Wabash Purchasing Committee Receipts, 4½; New Jersey Southern R. R., 1; Warren R. R. 82; Rensselaer and Saratoga R. R., 95; Tennessee 6s, old, 43½; do. new, 42½; Georgia 6s, 106; do. 7s, new, 100½; Missouri 6s, long bonds, 105½; Virginia 6s, consol., 2d series, 40; Louisiana 7s, consol., 61. The latest quotations are: Delaware and Hudson Canal, 51@51¼; Illinois Central, 45½@45¾; Pacific Mail, 20@20½; Western Union Telegraph, 62¼@62¾; Atlantic and Pacific Telegraph, 23¼@23¾; Quicksilver Mining 15@16; do. pref., 21@24; Mariposa Land and Mining, 4¾@6; do. pref., 5¼@6½; Adams Exp., 100@101; American Exp., 53@54; U. S. Express, 44@45; Wells Fargo Express, 83½@85; Chicago and Alton, 91½@92½; Cleveland and Pittsburgh, 89½@90; Chicago and Northwestern, 82@82½; do. pref., 57½@57¾; Chicago, Rock Island and Pacific, 100¼@100¾; Chicago, Milwaukee and St. Paul, 18½@18¾; do. pref., 46½@46¾; Cleveland, Columbus, Cincinnati and Indianapolis, 26¾@27; Columbus, Chicago and Indiana Central, 23@23½; Delaware, Lackawanna and Western, 60¼@60¾; Erie, 5¾@5¾; Hannibal and St. Joseph, 11¾@11¾; do. pref., 22½@23; Lake Shore and Michigan Southern, 48¼@48½; Michigan Central, 40¾@40¾; New York and Harlem, 137@138½; N. Y. Central and Hudson River, 92¾@93; Central of New Jersey, 8½@9; Ohio and Miss., 5@5½; Union Pacific, 68@69; Panama, 120@125.

Philadelphia.—Harrisburg and Lancaster 6s, 106; West Jersey R. R. 7s, 110; Philadelphia and Reading Coal and Iron mort. 7s, 55½; do. debent. 7s, 50; Oil Creek 1st mort., 83½; Philadelphia and Reading R. R. 6s, 1844-80, 101½; Belvidere Delaware 2d mort., 99; Morris Canal pref., 125; Westchester and Philadelphia R. R. pref., 61½; Central Transp., 38; Empire Transp., 49½; do. 8s, 104; Pennsylvania State 5s, coupon, 101½; Pittsburgh 7s, W. L., 105. The latest quotations are: City 6s, 105@106; do. free of tax, 112@112½; Pennsylvania State 6s, 2d series, 101¼@102; do. 3d series, 110@112; Philadelphia and Reading, 13½@13¾; do. Gen'l mort. 7s, coupon, 92¾@93½; do. reg., 92¼@93¾; do. mort. 6s, 1880, 101@—; do. 7s, new conv., 49@51; do. 7s, 1893, 107@108; United New Jersey R. R. and Canal Co., 134½@136; Camden and Amboy mort. 6s, 1889, 108@108½; Pennsylvania R. R., 41½@41¾; do. 1st mort., 104¼@105; do. gen'l mort. coupon, 105@106½; do. reg., 106@108; do. Consol. mort. 6s, reg., 94@99; Little Schuylkill R. R., 35@37½; Morris Canal, 50@—; do. pref., 123@129; Susq. Canal 6s, —@67; Schuylkill Nav.

3@5; do. pref., 7@8; do. 6s, 1882, 53@56; do. 1872, 80@85; Elmira and Williamsport pref., 39@—; do. 7s, 101½@104; do. 5s, 60@—; Lehigh Coal and Navigation, 22½@22½; do. 6s, 1884, 100@101; do. R. R. loan, 99@101; do. Gold Loan, 86½@88½; North Pennsylvania, 45@47; do. 6s, 106½@107½; do. 7s, 110@118; do. Gen'l mort. 7s, reg., 106@108; do. chattel 10s, 100@—; Philadelphia and Erie 107½@11½; do. 6s, 108@104; do. 7s, 95@96; Minehill, 43@46; Catawissa 5@7; do. pref., 30@32; do. new pref., 23½@—; do. 7s, 1900, 93@97; Lehigh Valley, 41½@41½; do. 6s, new coupon, 105@106; do. reg., 105@107½; do. 7s, 106½@107; do. consol. mort., 94¾@95¾; Fifth and Sixth streets (horse), 65@73; Second and Third, 58@—; Thirteenth and Fifteenth, 31½@32½; Spruce and Pine, 25@26½; Green and Coates, 35@37; Chestnut and Walnut, 55@58; Hestonville, 14½@15; Germantown, —50@59; Union, 68@—; Lombard and South, 14@—; Ridge Avenue 50@—; Seventeenth and Nineteenth, 36@—.

Baltimore.—Baltimore and Ohio R. R. 2d pref., 97½; Virginia and Tennessee 2d mort. 6s, 81; do. 3d mort. 8s, 80½; Maryland 5s, 90; Virginia Peeters, 39¾; Baltimore City 6s, 1875, 107½; do. 1890, 109; do. 1886, 109¾; do. 1900, 108¾; do. 1900, new, 110; do. exempt, 111½; Atlantic Coal, 1.85. The latest quotations are: South Side (Va.) 1st mort., 80@85½; do. 2d mort., 61@64; do. 3d mort., 42@45; Cincinnati and Baltimore, 7s, —@100; Wilmington and Weldon 7s, 101½@105; Wilmington, Columbia and Augusta 7s, 30@—; Richmond and Danville 1st mort., 75@—; Pittsburg and Connelleville 7s, 1898, 105@106; Baltimore and Ohio, 128@129¾; do. 1st pref., —@107; do. 2d pref., 97¾@98; do. 6s, 1880, 103½@103¾; do. 1885, 107¾@109; Northern Central, 19@20; do. 6s, 1885, 104@—; do. 6s, 1900, —@105; do. 6s, 1900, gold, 98@99½; do. 6s, consol., 97@98; Marietta and Cincinnati 1st mort. 7s, 1892, 107@107½; do. 2d mort. 7s, 82½@82½; do. 3d mort. 8s, 48½@51; Central Ohio, 29½@31; do. pref. 86½@40; do. 1st mort., 102½@103; Western Maryland 1st mort. 6s, 1890, 99½@100; do. 1st mort. guar., 107@108; do. 2d mort. guar., 106@108; do. 3d mort. guar., 107½@108; do. 2d mort. pref., 81½@82; do. 2d mort., guar. by Washington Co., 102@—; Virginia and Tennessee 2d mort. 6s, 80@81½; do. 3d mort. 8s, 80½@81½; Orange and Alexandria 1st mort. 6s, —@90; do. 2d mort. 6s, 72½@77; do. 3d mort. 8s, —@72½; do. 4th mort. 80@40; Orange, Alex. and Manassas 7s, 80@84; Baltimore 6s, 1875, 107½@107½; do. 1884, —@109; do. 1886, 109½@109½; do. 1886, new, 108¾@109; do. 1890, 108½@108½; do. 1900, 103@—; do. 1900, new, 110@—; do. 1902, 110@110½; do. 1902, new, 109@—; do. 6s, 93@—; Maryland Defense 6s, 1883, 110¾@111; do. 6s, exempt, —@113; do. 6s, 90½@93; Virginia consol. 6s, 69¾@70; do. 2d series, 39¾@41; Virginia Consol. coupons, 84½@84½; West Virginia def. certifi., 57½@6¼; Baltimore City Passenger R. R., 32@34; Baltimore and Catonsville R. R., 12½@20; George's Creek Coal, 100@120; Atlantic Coal, 1.85@1.90; Canton Co., 15@20; do. gold, 6s, 93@94½; Santa Clara Mining Co., —@19; do. bonds, —@25; Norfolk and Petersburg 1st mort. 8s, 86@87; do. 7s, 85@—; do. 2d mort. 8s, 68@—.

Boston.—Parsmouth, Gt. Falls and Coe-way R. R. 7s, 65; Atchisor, Topeka and Santa Fe currency scrip, 50; do. gold scrip, 53; Cheshire R. R. pref., 37¾; do. 6s, 1880, 99; do. 1896, 97½; Central R. R. of Iowa 7s, 1899; 32½; Summit Branch 7s, 1903, 95; Chicago, Iowa and Nebraska R. R. 7s, 1880, 102; Boston and Maine R. R. 7s, 1894, 111; Massachusetts Central 1st mort. 7s, 10; Quincy (and Warsaw 8s, 1890, 107; Rutland pref. 7; Connecticut and Passumpsic Rivers R. R. pref., 40½; Massawippi Valley R. R., 32; Highland Horse R. R., 106½; South Boston Horse R. R., 59@55; Boston Land, 4½; Quincy Bridge Co., 106; Massachusetts 5s, 1896, 112; New Hampshire 6s, 1884, 106½; do. 1903, 111½; Boston 5s, 111; do. 6s, 1894, 113; Chicago 7s, 107½; Toledo, 7s, 1880, 102; do. 1881, 102¾; Portland 6s, 1888, 106½; Cincinnati 7.30s, 1906, 103; Duncan Mining Co., 6½; International, 62½c.; Pawab'c, 3½.

THE COUPONS OF THE FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD CO. (SAN JOAQUIN VALLEY BRANCH), and of the LAND BONDS, due April 1, 1877, will be paid at the office of FISK & HATCH, No. 5 Nassau street. C. P. HUNTINGTON, Vice Pres.

THE COUPONS OF THE FIRST MORTGAGE BONDS OF THE SOUTHERN PACIFIC RAILROAD CO. (of California), due April 1, 1877, will be paid at the office of the Company, Nos. 9 Nassau and 11 Pine streets, New York.

C. P. HUNTINGTON.

Redemption of Five-twenty Bonds.

The Secretary of the Treasury on the 27th inst. issued the forty-fourth call for the redemption of five-twenty bonds of 1865—May and November. The call is for \$10,000,000, of which \$9,500,000 are coupons and \$500,000 registered bonds. The principal and interest will be paid at the Treasury on and after the 27th day of June next, and interest will cease on that day. The following are descriptions of the bonds:

Coupon bonds—\$500, No. 42,301 to No. 46,000, both inclusive; \$1,000, No. 121,001 to No. 132,000, both inclusive.

Registered bonds—\$5,000, No. 7,491 to No. 7,600, both inclusive.

The Four and a Half per cent Loan.

A dispatch dated Washington, March 28th, says that the Treasury Department has reason to believe that the entire amount of the 4½ per cent loan will be taken before the meeting of Congress in December. One hundred and thirty millions of the amount have already been placed, about half of which is subscribed for in Europe, leaving one hundred and seventy millions to be placed. Only \$20,000,000 of the five-twenties of May and November are now outstanding. After these are called in the Treasury will begin on the January and July, 1865, six per cent bonds. About \$150,000,000 of these will have to be called in to complete the placing of the 4½ per cent loan.

Chancellor Runyon, of New Jersey, has passed an order directing receiver Lathrop, of the Central Railroad of New Jersey, to pay dividends, now due and to become due 1st April, on the stock of the South Branch and Newark and New York Railroads, payments to be made only on stock now paid by the Central Railroad Company.

New York and Long Island Bridge Co.

The directors of the New York and Long Island Bridge Co., at a meeting held in this city on the 28th inst., made the following awards, viz: to the Delaware Bridge Co., of which Charles Macdonald is President, the sum of \$1,000 for the best design submitted and adopted.

The sum of \$500 was awarded for the second best design to Clarke, Reeves & Co., of Philadelphia, and the third, of \$250, was given to Flad & Co., of St. Louis, Mo.

The design submitted by the Delaware Bridge Company, and adopted by the directors, for the proposed bridge spanning the East River at the foot of Seventy-seventh street, New York, and across Blackwell's Island to the Long Island shore, consisting of two main spans of 735 feet and 620 feet respectively, together with viaduct approaches on the New York and Long Island sides.

A decision of considerable importance has been rendered by Judge Blatchford, touching the right of the United States Government to tax the interest on bonds of American corporations payable to foreign owners. Such a tax had been assessed on the Erie Railway Company for interest payable during the years 1866 to 1869, inclusive. Judge Blatchford was unable to sustain the assessment. In effect he declared the tax in question to be an income tax, which could only be collected from persons within the jurisdiction of the United States. The tax could not be regarded as one for the collection of which the government could make an agent of the company.

We learn from St. Albans that a settlement, satisfactory to all parties, has been effected between the Managers of Central Vermont Railroad and the Ogdensburg and Lake Champlain Railroad Company of all pending difficulties with reference to the settlement of claims for improvements, etc., put upon the Ogdensburg and Lake Champlain Railroad by the lessees since 1870, involving between \$250,000 and \$400,000. The lease for twenty years has been canceled, and the road will in future be operated in harmony with the Central Vermont Railroad, having its terminus at Rouse's Point.

A trial was had at Bridgeton, N. J., on the 23d inst. of a Silsby Steam Fire Engine which has recently been purchased for that city. Three minutes after the fire was kindled in the engine the steam gauge indicated five pounds of steam, and in six minutes water was forced through 150 feet of hose a distance of 175 feet, with a 1½ inch nozzle. Double streams were then thrown 150 feet, and with four streams the distance was but little decreased. A stream was then played through a thousand feet of hose a distance of 150 feet, with 75 pounds of steam pressure. The trial was very satisfactory to all interested.

N. A. Cowdrey, of New York, and Adolph Paul, of St. Louis, have been elected directors of the Pacific Railroad of Missouri, to fill vacancies occasioned by the resignation of T. B. Edgar and J. L. Stephens.

City of Portland Bonds to aid the construction of the Atlantic and St. Lawrence Railroad, due April 1, 1877, and made payable in Boston, will be paid at the Blackstone Bank.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
Years ending.			Length track equity, single.		Horse and Drummies.		CARS.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends paid.			

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna 100	1,232,200	J. & J.	Jan. '77 31	Little Miami 50	5,871,450	quarterly	Dec. '76 2	Vermont and Mass 100	1,200,000	A. & O.	Oct. '76 2
Atlanta and West Point 100	1,232,200	J. & J.	July '75 3	Little Schuylkill 50	2,644,100	J. & J.	Jan. '77 2	Ware River 100	750,000	J. & J.	Jan. '77 3
Atlantic and Gulf 100	8,093,200	—	—	Long Island 50	3,000,000	M. & S.	May '73 10	Warren (N. J.) 100	1,600,000	A. & O.	Oct. '76 2
Atlantic and St. Lawrence 100	780,476	M. & N.	Nov. '73 24	Louisv., Cin. and Lex. 100	1,623,483	J. & J.	July '69 3	Warwick Valley 100	225,000	A. & O.	Apr. '72 2
Avon, Genesee & Mt. M. 100	225,000	M. & S.	Mar. '77 3	Louisville & Nashville 100	8,080,800	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '77 4
Baltimore and Ohio 100	13,151,962	M. & N.	Nov. '75 5	Louisv., N. Alb. & Ohl. 100	3,000,000	J. & D.	Dec. '70 3	West Jersey 100	1,558,750	F. & A.	Feb. '77 5
Washington Br. 100	1,650,000	A. & O.	Apr. '76 5	Lowell and Andover 100	500,000	J. & J.	Jan. '77 24	Winchester & Potomac 100	180,000	J. & J.	Jan. '77 5
Berkshire 100	320,500	quarterly	Jan. '77 14	Lowell and Lawrence 100	200,000	A. & O.	Oct. '76 3	Winchester & Strasburg 100	500,000	J. & J.	Jan. '77 3
Blossburg & Corning 50	250,000	J. & D.	Dec. '72 2	Lykens Valley 100	600,000	F.M.A.N.	Aug. '75 24	Worcester and Nashua 75	1,789,800	J. & J.	July '70 2
Boston and Albany 100	20,000,000	M. & N.	Nov. '76 4	Macon and Western 100	2,500,000	J. & J.	July '75 5				
Bos., Cin. & Fitchburg pref. 100	1,172,000	—	—	Manchester and Lowell 100	1,000,000	M. & N.	Nov. '75 5				
Agricultural Br. guar. 100	60,000	J. & D.	June '76 3	Marletta & Cincinnati 50	1,408,012	—	—				
Bos., Concord & Mont. pref. 100	800,000	M. & N.	Nov. '76 3	Massachusetts 100	3,130,719	M. & S.	Sep. '66 30	Albany City 100	110,300	—	—
Boston and Lowell 500	3,200,000	J. & N.	Jan. '75 3	Memphis & Charleston 25	5,127,725	J. & D.	Sep. '66 30	Baltimore City 25	1,000,000	J. & J.	Apr. '77 2
Boston and Maine 100	6,921,274	M. & N.	Nov. '76 3	Michigan Central 100	18,738,200	J. & J.	Jan. '76 3	Balt., Cal. & Et. City 100	100,000	J. & J.	Jan. '77 2
Boston and Providence 100	4,000,000	M. & N.	Nov. '76 4	Mill Creek & Minehill 50	323,375	J. & J.	Jan. '77 5	Boston and Chelsea 100	110,000	A. & O.	Oct. '76 4
Attleborough Branch 100	131,700	J. & J.	Jan. '77 31	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	Jan. '77 31	Broadway (Brooklyn) 100	200,000	J. & J.	Jan. '76 5
Bost. Revere B. & Lynn 100	3,000,000	quarterly	Dec. '76 2	Morris and Essex 50	14,008,100	J. & J.	Jan. '77 31	Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '76 3
Buffalo, N. Y. and Erie 100	950,000	F. & A.	June '75 24	Mr. Carbon & Pt. Carbon 50	282,350	J. & J.	Jan. '77 54	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 4
Camden and Amboy 100	5,847,800	quarterly	Apr. '77 24	Nashua and Lowell 100	900,000	M. & N.	Nov. '76 2	Brooklyn and Jamaica 100	488,100	—	—
Camden and Atlantic 50	377,400	quarterly	Jan. '77 2	Nashville and Decatur 100	1,529,000	J. & D.	Dec. '76 3	Bushwick (Brooklyn) 100	302,000	J. & J.	July '71 4
Cape Cod 50	1,020,330	J. & J.	Dec. '72 24	Nash, Chat. & St. Louis 100	6,875,250	A. & O.	Oct. '76 14	Cambridge 100	824,200	A. & O.	Oct. '76 24
Crane May and Millville 50	447,000	J. & D.	Dec. '76 5	Naugatuck 100	1,918,400	J. & J.	Jan. '77 14	Can. Park N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2
Catawba and Fitchburg 50	426,900	Novemb.	Nov. '71 6	Nearquehoning Valley 50	1,000,000	M. & S.	Mar. '77 5	Citizens (Phl.) 50	500,000	J. & J.	Jan. '77 10
Catawba 50	1,169,600	—	—	Newark and N. York 100	977,400	J. & J.	Jan. '77 24	Citizens (Phg.) 50	200,000	M. & A.	Nov. '71 7
Central and Susquehanna 50	2,200,000	M. & N.	Nov. '76 24	N. Castle & Beaver Val. 50	1,800,000	quarterly	Jan. '77 24	Con. Island & Brookl. 100	500,000	F.M.A.N.	Aug. '75 2
Central and Susquehanna 50	1,000,000	M. & N.	Nov. '76 24	N. Haven & Northamp. 100	605,000	quarterly	Oct. '74 3	Elkth Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '75 2
Cayuga and Susquehanna 50	689,110	J. & J.	Jan. '77 4	New Jersey 100	7,295,200	quarterly	Apr. '77 24	Elizabeth and Newark 100	200,000	—	—
Cedar Rapids & Mo. R. 100	6,850,400	F.M.A.N.	Feb. '77 1	New London Northern 100	1,418,800	quarterly	Jan. '77 2	42nd St. & St. Ferry 100	748,000	M. & N.	May '76 3
Central of Georgia 100	4,668,800	J. & D.	June '74 4	N.Y. Cen. & Hudson R. 100	89,428,330	quarterly	Apr. '77 24	Frank & Southw. (Ph.) 50	491,750	J. & J.	July '76 3
Central of New Jersey 100	20,000,000	J. & J.	Apr. '77 24	New York and Harlem 100	8,500,000	J. & J.	Jan. '77 4	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '77 2
Central Ohio 50	2,425,000	J. & J.	Jan. '77 24	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '77 4	Gilard College (Ph.) 50	500,000	J. & J.	July '71 3
Central Pacific 100	54,275,500	A. & O.	Jan. '77 14	N. Y. Prov. & Boston 100	2,500,000	quarterly	Feb. '77 24	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Chemung 100	250,000	quarterly	Jan. '77 14	Nig. Bridge & Canard 100	1,000,000	J. & J.	Jan. '77 3	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '77 3
Cheshire, preferred 100	2,155,350	J. & J.	Mar. '77 4	North Carolina 100	4,000,000	Irregular	Jan. '75 5	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Nov. '76 14
Chicago and Alton 100	10,085,400	M. & S.	Mar. '77 4	N. Eastern (S.C.) pref. 100	95,000	M. & N.	May '67 2	Highland 100	297,000	M. & N.	Nov. '76 14
Chicago, Burl. & Quincy 100	27,512,842	M. & S.	Mar. '77 4	North Pennsylvania 50	3,978,150	F. & A.	Feb. '77 3	Lomb. & South St. (Ph.) 25	100,000	A. & O.	Oct. '71 6
Chicago, Iowa & Nebras. 100	3,916,200	J. & J.	Jan. '77 5	Northern Central 100	6,542,000	—	—	Malden and Melrose 100	200,000	—	—
Chi., Mil. and St. Paul 100	15,399,261	A. & O.	Dec. '70 76	Northern New Jersey 100	3,008,400	J. & D.	Dec. '76 74	Metropolitan (Boston) 50	1,500,000	J. & J.	Jan. '77 4
Chicago & N. Western 100	14,994,000	J. & D.	Dec. '72 24	Norfolk & Worcester 100	2,604,400	J. & J.	Jan. '77 5	Middlesex (Boston) 50	400,000	M. & N.	Nov. '76 3
Chicago, R. I. & Pacific 100	21,485,658	J. & J.	Jan. '77 24	Ogden & W. Champl. 100	3,077,000	J. & J.	July '76 2	Ninth Avenue (N. Y.) 100	197,320	—	—
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '77 4	Ohio and Mississippi 100	20,000,000	quarterly	Feb. '77 2	Orange and Newark 100	282,550	—	—
Cin., Sand. and Cleve. 50	2,980,550	—	—	Old Colony 100	4,030,000	J. & D.	Mar. '75 24	Philadelphia City 50	750,000	J. & J.	Jan. '77 3
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 2	Oswego and Syracuse 100	482,400	F. & A.	Aug. '76 4	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Cleveland & Mahoning 50	2,057,550	M. & N.	Nov. '76 34	Pacific of Missouri 100	3,625,750	quarterly	July '76 14	Phila. and Grey's Ferry 50	284,778	J. & J.	Jan. '77 24
Cleveland & Pittsburgh 50	11,236,150	quarterly	Mar. '77 14	Panama 100	7,000,490	quarterly	Jan. '77 14	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Columbus & Xenia 50	1,786,800	M. & S.	Mar. '77 2	Paterson and Hudson 100	632,000	J. & J.	Jan. '77 14	Second Avenue (N.Y.) 100	888,100	J. & J.	Oct. '72 2
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '77 4	Paterson and Newark 100	250,000	J. & J.	Jan. '77 4	Second & Third St. (Ph.) 10	192,100	J. & J.	Oct. '76 3
Concord 100	1,500,000	M. & N.	Nov. '76 5	Paterson and Newar. 100	248,000	J. & J.	Jan. '77 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Concord and Port. 100	350,000	J. & J.	Jan. '77 24	Pember. & Hightstown 50	342,150	J. & J.	Jan. '77 5	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '74 2
Conn. & Passaic Riv. 100	2,100,000	F. & A.	Feb. '76 3	Pennsylvania 100	68,870,200	quarterly	Feb. '77 2	Third Avenue (N. Y.) 100	1,170,000	F.M.A.N.	Feb. '76 24
Connecticut River 100	2,100,000	J. & J.	Jan. '77 4	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '77 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '77 4
Cumberland Valley 50	1,292,950	J. & J.	Jan. '77 24	Philadelphia and Erie 50	6,004,300	J. & J.	Feb. '77 4	23rd street (N. Y.) 100	600,000	J. & J.	Jan. '76 4
Danbury and Newfal. 50	241,900	A. & O.	Oct. '76 4	Phil. Ger. & Norristown 50	1,826,250	M. & S.	Mar. '77 3	Somerville (Boston) 100	98,000	M. & N.	Nov. '76 8
Danbury and Newfal. 50	241,900	A. & O.	Oct. '76 4	Philadelphia & Reading 50	2,725,775	quarterly	Jan. '76 24	South Boston 100	450,000	quarterly	Jan. '77 24
Delaware 50	1,230,950	J. & J.	Jan. '77 3	Phil. and Trenton 100	1,259,100	quarterly	Jan. '77 24	Union (Boston) 100	374,800	J. & J.	Jan. '77 24
Del., Lackaw. & Westn. 50	23,500,000	quarterly	July '76 24	Phila., Wil. & Balt. 50	11,539,250	J. & J.	Jan. '77 4	Union (Phila.) 50	400,000	J. & J.	Jan. '77 8
Detroit & Milwaukee 50	822,140	—	—	Pittsb., Ft. W. & Chi. 100	18,714,284	quarterly	Jan. '77 14	West Philadelphia 50	400,000	J. & J.	July '77 20
Dubuque & Sioux City 100	2,095,000	J. & D.	Dec. '69 7	Pittsb. & N. Adams 100	4,000,000	quarterly	Jan. '77 14				
East Pennsylvania 100	1,308,200	J. & J.	Jan. '77 20	Portland and Kennebec 100	618,700	J. & J.	Jan. '77 3				
East Mahanoy 50	392,950	J. & J.	Jan. '77 20	Yarmouth certificates 100	202,400	A. & O.	Apr. '75 8				
East Tenn., Va. & Ga. 100	1,968,274	A. & O.	Apr. '76 3	Portl., Saco & Portam. 100	1,500,000	J. & J.	Jan. '77 3				
Eastern (Mass.) 100	4,997,500	J. & J.	July '73 3	Providence and Worcester 100	2,000,000	J. & J.	Jan. '77 4				
Eastern (N. H.) 100	492,500	J. & J.	July '73 3	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6				
Elmira, Jct. & Canand. 50	500,000	F. & A.	Aug. '74 24	Rensselaer & Saratoga 100	6,000,000	J. & J.	Jan. '77 4				
Elmira & Williamsport 50	500,000	M. & N.	May '76 2	Roch. & Genesee Val. 110	555,200	J. & J.	July '75 3				
Erie Railway 100	78,000,000	J. & J.	Jan. '77 24	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75 3				
Erie and Pittsburgh 50	8,538,910	—	—	Rutland 100	2,480,600	—	—				
Fitchburg 100	4,000,000	J. and J.	Jan. '77 3	Sloux C. & Pacific pref. 100	169,000	F. & A.	Feb. '76 34				
Georgia 100	4,200,000	J. and J.	Jan. '77 3	St. Croix and Penobscot 100	100,000	J. & J.	July '71 2				
Granite Railway 100	250,000	A. and J.	July '76 4	St. L., Alt. & T. Route 100	2,300,000	—	—				
Great Western (Cal.) 100	19,237,404	F. and O.	Aug. '74 14	St. L., Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3				
Hannibal & St. Joseph 100	4,151,700	F. and A.	Aug. '70 24	St. L., Kan. C. & North. 100	12,000,000	—	—				
Hanover Branch (Pa.) 50	110,850	M. & N.	May '75 5	Schuylkill Valley 50	576,050	J. & J.	Jan. '77 24				
Harlem Extension 100	4,000,000	—	—	Seaboard and Roanoke 100	1,151,400	M. & N.	May '76 4				
Harrisburg & Lancaster 50	1,182,500	J. & J.	Jan. '77 2	Shamokin V. & Pottav. 50	869,450	F. & A.	Feb. '77 3				
Houstonian pref. 100	1,180,000	quarterly	Jan. '77 2	Shore Line 100	995,800	J. & J.	Jan. '77 4				
Huntingdon & Bd Twp. 50	880,000	—	—	South Branch (N. J.) 100	438,300	F. & A.	Jan. '77 3				
Illinois Central 100	450,750	J. & J.	July '68 24	South Carolina 100	5,819,275	J. & D.	June '76 34				
Indianapolis, Cin. & Laf. 50	7,985,497	F. & S.	Sept. '74 4	South Western (Ga.) 100	3,892,300	J. & J.	July '67 3				
Iowa Falls & Sioux City 100	4,625,000	quarterly	Dec. '76 1	Staten Island 100	600,000	J. & J.	July '67 3				
Iowa Railroad Land Co. 100	7,620,000	F. & A.	Dec. '76 1	Stockbridge and Pitts. 100	448,700	M. & N.	Nov. '74 24				
Jefferson, Mad. & Ind. 100	2,000,000	quarterly	Aug. '76 11	Stony Brook 100	287,800	M. & N.	Nov. '74 24				
Joliet and Chicago 100	1,000,000	quarterly	Jan. '77 3	Summit Branch 50	412,000	—	—				
Joliet & North Indiana 100	300,000	J. & J.	July '75 4	Susquehanna (N. J.) 100	317,850	J. & J.	Jan. '77 24				
Lake Shore & Mich. So. 100	49,466,600	F. & A.	Feb. '77 14	Syr., Bingham. & N.Y. 100	2,004,000	J. & D.	Dec. '76 4				
Lawrence 50	450,000	quarterly	Jan. '77 2	Taunton Branch 100	990,000	J. & J.	Jan. '77 3				
Leeds and Farmington 100	600,000	J. & J.	Jan. '72 3	Terre Haute & Indiana 100							

Maryland Coal Co.

The following is a statement of the assets and liabilities of the Maryland Coal Company up to the 1st of January 1877:

ASSETS.	
Real estate.....	\$4,400,000 00
Personal property.....	58,815 53
Mine improvements.....	5,750 00
Vessel property.....	3,085 60
Cash in Bank of Commerce.....	41,182 94
Cash in hands of agents.....	1,920 28
Bills receivable.....	20,652 88
Coals and materials on hand at cost.....	5,847 32
Accounts receivable.....	62,311 07
Total.....	\$4,599,515 62
LIABILITIES.	
Capital stock.....	\$4,400,000 00
Sinking fund bonds.....	101,000 00
Accounts payable.....	10,168 45
Unpaid dividends.....	364 50
Profit and loss.....	87,982 67
Total.....	\$4,599,515 62

Baltimore and Cumberland Valley Railroad.

The Western Maryland Railroad Company is now making active preparations for the construction of a line of railroad into the rich agricultural and mineral regions of the Cumberland valley, to be known as the Baltimore and Cumberland Valley railroad. The project has been quietly on foot for some time, awaiting the surveys and other preliminaries, and has now attained such a shape that the work of construction will be commenced at an early day. The new road is to connect with the Western Maryland railroad at Smithsburg Station, seventy-eight miles from Baltimore, and run through Waynesboro', Pa., to Chambersburg, there connecting with the Cumberland Valley railroad. The line is a very direct one, twenty-one miles in length, and traverses the western valley of the Blue Ridge for several miles through a beautiful and picturesque country.

The preliminary surveys were completed several weeks ago, directed personally by J. M. Hood, president of the Western Maryland railroad. A corps of four engineers, with eight assistants, are now permanently locating the road-bed. It was expected that their operations would be completed by Saturday next, but doubtless the bad weather of this week will detain them a few days further. Residents along the line have freely granted the right of way, and liberal offers of subscription to the capital stock have been received from the people, who en masse desire the speedy completion of the promised facilities. The right of way through Waynesboro' and Chambersburg had to be acquired by purchase. President Hood has given the enterprise his unremitting attention, and is greatly satisfied with the works as far as accomplished. Maps of the new route and the surrounding country, embracing Franklin co., Pa., and a portion of Western Maryland, have been printed.

The road will be a single track, steel rail, the entire cost not to exceed \$250,000. There will be no deep cuts nor heavy grading, and the only bridges will be over the Antietam creek, which is crossed twice. It is expected that the road will be completed and in full operation by December next.

This new line of railroad is one of greater importance to Baltimore than might at first appear. It places the market of Baltimore sixty-five miles nearer to the Cumberland valley, with its great agricultural wealth, than to the market of Philadelphia, where it now reverts. The Cumberland valley is well known for its generous soil and grain producing capacity. The country is a broad view of farm houses clustering in the distance, with broad and highly tilled fields. The great agricultural and general business centre of the Cumberland valley will thus be placed in direct communication with Baltimore, which, by the advantage of a line sixty-five miles shorter,

must secure a valuable share of a large trade little or none of which now reaches this market. This trade formerly belonged to Baltimore, but was diverted to Philadelphia some twenty years since by the construction of the Cumberland Valley railroad.

In this connection may also be mentioned the probability of an early connection of the Hanover Junction, Hanover and Gettysburg railroad, with the Western Maryland railroad at Reisterstown Station, which will also add largely to the business of the Western Maryland railroad and to the trade of Baltimore. It has been the chief aim of President Hood during his able management to encourage new feeders for the Western Maryland trunk line, which has been secured at a cost of nearly \$5,000,000, and which has capacity and terminal facilities for conducting many times its present business.—*Balt. Sun, Mar. 22.*

The Coal Trade.

The total tonnage for the week ending on the 17th instant, as reported by the several carrying companies, amounted to 265,099 tons, against 84,934 tons in corresponding week last year, an increase of 180,164 tons. The total amount of anthracite mined for the coal year is 3,351,499 tons against 2,269,936 for same period last year, an increase of 1,081,563 tons. The quantity of bituminous coal sent to market for the week was 40,733 tons, against 55,568 tons for corresponding week last year, a decrease of 14,835 tons. The whole bituminous tonnage from the beginning of the coal year is 528,117 tons, against 547,335 tons in corresponding time last year, a decrease of 19,218 tons. The total tonnage of all kinds of coal for the week is 305,832 tons, against 140,502 to corresponding date last year, an increase of 165,330 tons, and the total tonnage for the coal year is 3,879,618 tons, against 2,817,571 tons, to same date last year, an increase of 1,062,045 tons. The shipments of coal from Port Richmond are increasing. The receipts at Perth Amboy for the week ending on the 17th inst. were 19,008 tons, the shipments 20,549 tons, leaving a stock on hand of 152,911 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of March was 85,540 tons, of which 67,470 tons were coal, and 17,070 tons coke. The total carried for the year is 971,067 tons, of which 773,703 tons were coal and 197,354 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger, Mar. 26.*

An act has been passed by the Pennsylvania Legislature, and signed by the Governor, which provides for the protection of railway passengers from the inconveniences, annoyances and dangers that have arisen in other States, and in a few cases in Pennsylvania, from the abandonment of locomotives by engineers when a trip was partially completed. Under this law combinations which attempt to interrupt railway travel will be punishable with fine and imprisonment. Similar laws have also been passed recently in Delaware, New Jersey and Michigan.

The Legislature of the State of Delaware has passed a law making it a penal offense for any railway engineer to abandon his engine upon the track in case of a strike. The law also forbids, under penalty of fine and imprisonment, railway employes from refusing to transport over their own roads cars received from connecting roads, and the coercion or bribery of other employes to abandon the service of the company.

The Fond du Lac (Wis.) Commonwealth states that work upon the Fond du Lac, Amboy and Peoria Narrow Gauge Railway will be resumed April 1st. The financial wherewith has been arranged for, and Messrs. Kinyon & Sherman, the contractors, will push the enterprise with

vigor. An early completion of the line to Iron Ridge will result.

One hundred thousand tons of Scranton Coal were sold at auction in this city on the 28th inst. by order of the Delaware, Lackawanna and Western Railroad Company. Prices showed a falling off of nearly 25 cents per ton on an average. This is owing to 240,000 tons being thrown on the market by the Pennsylvania Coal Company a short time ago. The prices realized were: steamboat, 2 70¢@2 82½¢; grate, 2 77½¢@2 70¢; egg, 2 90¢@2 80¢; stove, 3 27½¢@3 20¢; chestnut, 2 80¢@2 82½¢. Last month's prices were: steamboat, 2 80¢@2 85¢; grate, 2 77½¢; egg, 2 90¢@2 95¢; stove, 3 45¢@3 52½¢; chestnut, 3 17½¢@3 20¢.

A certificate of Incorporation has been filed with the Secretary of State of Ohio of the Miami Valley and Columbus Railway Company, from Columbus to Waynesville, Warren county, capital stock \$500,000. The incorporators are F. C. Sessions, Franklin county; Samuel McClintock, Madison county; A. J. Christopher, Green county; J. McKay, Clinton county, and Seth S. Haines, Samuel Irons and David Allen, Warren county.

A bill has passed both branches of the Virginia Legislature providing for the lease of the James River and Kanawha canal for twenty years to Mason, Shanahan & Randolph, who obligate themselves to extend the canal from Buchanan, Botetourt county, its present terminus, to Clifton Forge, in Rockbridge county.

The officers of the Pennsylvania Railroad Company, elected on the 28th inst., are: President, Thomas A. Scott; First Vice President, George B. Roberts; Second Vice President, Edmund Smith; Third Vice President, A. J. Cassatt; Secretary, Joseph Leslie, and Treasurer, Bayard Butler.

We invite attention to the Advertisement in another column of Mr. JAMES CLAYTON, Manufacturer of Fly Wheel and Direct-Acting Steam Pumps, Air Pumps, Vacuum Pumps, Air Compressor Pumps, etc., Nos. 14 and 16 Water Street, (Near Fulton Ferry), Brooklyn, N. Y.

The original stockholders of the Missouri Pacific Railroad have elected a Board of Directors, with R. L. Cutting for President, and will continue to fight against the alleged fraudulent mortgage under the foreclosure of which the road was recently sold.

Thomas A. Scott, Josiah Bacon, Wistar Morris, John M. Kennedy, Alex. J. Derbyshire, Samuel M. Foiton, Alexander Biddle, N. Parker Shortridge, Henry M. Phillips, and John Scott, have been elected directors of the Pennsylvania Railroad Company.

The Cincinnati and Eastern Narrow Gauge Railway and the Scioto Valley Railroad will build on the same roadbed the first eight miles north of Portsmouth.

The Jacksonville, Pensacola and Mobile, and the Florida Central Railroads, will be sold at Tallahassee, Florida, on the 2d of April.

The Clove Hill Railroad will be sold at Richmond, Va., on the 4th of April.

Judge Drummond has denied the motion for a Receiver of the Wabash Railroad,

THE PHOENIX IRON CO.,

410 Walnut St., Philadelphia,

MANUFACTURERS OF

CURVED, STRAIGHT AND HIPPED

Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS,
and all kinds of Iron Framing used in the construction of
iron roof buildings.

DECK BEAMS, CHANNEL, ANGLE AND T BARS.

curved to template, largely used in the construction of
Iron Vessels.

Patent Wrought Iron Columns, Weldless Eye Bars.

for top and bottom chords of bridges.

Railroad Iron, Street Rails, Rail Joints and Wrought Iron Chairs.

Refined Bar, Shoeing, and every variety of Shipping Iron
Made to Order.

Plans and Specifications furnished. Address

SAMUEL J. REEVES, President.

ESTABLISHED, 1831.

MORRIS, TASKER & CO., Limited.

PASCAL IRON WORKS, PHILADELPHIA.

DELAWARE IRON CO., NEW CASTLE, DELAWARE.

Office 209 SOUTH THIRD Street, Philadelphia.
Office and Warehouse, No. 15 GOLD St., New York.
Office and Warehouse, No. 36 OLIVER St., Boston.
Manufacturers of Wrought Iron Welded Tubes, plain,
galvanized and rubber coated, for gas, steam and water.
Lap-Welded Charcoal Iron Boiler Tubes.

Oil Well Tubing and Casing.

Gas and Steam Fittings, Brass Valves and Cocks.

Gas and Steam Fitters' Tools.

Cast Iron Gas and Water Pipe.

Street Lamp Posts and Lanterns.

Improved Coal Gas Apparatus.

Improved Sugar Machinery, &c.

We would call special attention to our
Patent Vulcanized Rubber-coated
Tube.

CAST-STEEL WORKS

OF

FRIED. KRUPP, ESSEN, GERMANY.

TIRES, AXLES, WHEELS, &c.

SPRING, TOOL & ROLL STEEL.

Represented by

THOS. PROSSER & SON, 15 Gold St., New York.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls, YORK, PENN.

This old established firm continue to build all kinds of
Freight Cars to order.

Narrow Gauge Freight and Passenger Cars

having received their special attention, they are prepared
to receive orders and to deliver promptly.
Circulars sent on application.

RICHARD DUDGEON,

No. 24 Columbia St., New-York,

Maker and Patentee of



HYDRAULIC JACKS

and
PUNCHES,

Roller Tube Expanders
and Direct-Acting
STEAM HAMMERS.

Communications by
letter will receive
prompt attention.

Jacks for Pressing
on Car Wheels or
Crank Pins,
MADE TO ORDER.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,
Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayo-
net, Rifle, and Pistol, made to Order.

J. H. GAUTIER,
D. G. GAUTIER,

JAS. R. THOMPSON,

B. ILLINGSWORTH,
H. DICKINSON.

RIEHLE BROS.

SCALES AND TESTING MACHINES

Highest Centennial Award.

Office and Works, 9th st. above Master, Philadelphia.
Warehouses, 50 and 52 So. 4th st. above Chestnut, Phila.
New York Store, 23 Liberty st.

Scales for Railroads, Elevators and Wharves.

Scales for Furnaces, Rolling Mills, Mines, etc.

Testing Machines adopted by U. S. Government

Trucks for Depots, Warehouses, etc.

ENVELOPES.

The subscribers beg leave to inform Railroad Com-
panies, Manufacturers, Banks, Bankers, Insurance
Companies, and all others who use Envelopes that they
are largely in the Envelope Manufacturing business,
having Machinery for producing 1,000,000 Envelopes
per day. Their Folding Machines are the best in use,
gumming the seal flap and folding the Envelope at the
same time, giving a fine even gumming. Their as-
sortment embraces every style, from the cheapest to
the best, including Manilla Envelopes for Railroads—
at very low prices. The small Envelopes for City
Railroads—printed with different denominations—
such as 10, 25, 50 and 100 cents—supplied by the large
quantity very cheap. Samples sent when requested.

SAMUEL RAYNOR & CO.,
117 William st., New York.

PATENTS SECURED. Also Trade

Marks, Designs, Registration, Passports, &c.
Fee after allowance is obtained.
Call on or address

HENRY GERNER,
Patent Right Gazette Patent Agency,
24 Barclay street (P. O. Box 4544), New York.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic
Instruments, 716 Chestnut St. Phila. (Two medals
awarded by Franklin Institute, and one by Centennial.)

THE TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,

TAUNTON, MASS.,
HAVING large facilities, and having had a long expe-
rience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,

Agent and Treasurer.

P. I. PERRIN, Sup't.

THE ROGERS

Locomotive & Machine

WORKS,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to fur-
nish promptly of the best and most approved de-
scription, either

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, Pres't.

R. S. HUGHES, Sec'y.

WM. S. HUDSON, Sup't.

R. S. HUGHES, Treasurer,

44 Exchange Place, New York.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are pre-
pared to contract to deliver best quality American
or Welsh, Steel or Iron Rails, and of any required
weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,

23 Nassau Street, New York.

NEW YORK.

FULLER, LORD & CO.,

Machine-Forged Nuts,

BOLTS & NUTS,

WROUGHT WASHERS,

BOONTON CUT NAILS,

139 Greenwich Street,

NEW-YORK.

FINANCIAL.

ALEX. FROTHINGHAM & CO., BANKERS AND
Brokers, No. 12 Wall st., make for customers de-
sirable investments of large or small amounts in stocks
of a legitimate character, which frequently pay from
five to twenty times the amount invested every thirty
days.

Reliable stock privileges negotiated at favorable
rates. Stocks bought and carried as long as desired
on deposit of three to five per cent. Circulars and
weekly reports sent

1723

ABSOLUTE SAFETY

AT

SEA!

LIFE SAVING SUITS

FOR

Ocean Travel

The Continuous Disasters at Sea

and the almost countless lives that have been lost, urge the introduction of more effective appliances for saving life than have yet been generally adopted. In response to the great public demand, the American Life Saving Suit Company now presents a

Practical Life-Saving Suit.

This suit having been tested and approved by the most scientific and practical authorities, we now offer as a means of absolute safety from death by drowning. The invention now offered claims its superiority over all similar inventions, in that it floats the body in a vertical position in the roughest sea, preserves the natural calorific of the body for any number of days, with capacity for carrying provisions for ten days; and signals to attract attention from passing vessels.

This suit embodies three principles, which are imperative in a life-saving dress:

First—A buoyancy which supports the body in a vertical position, and maintains it as from a natural law.

Second—Protection from water and weather, and consequent chill.

Third—A commissariat department, to which is attached signals, with capacity for carrying valuables, etc., etc.

This suit is put on over ordinary clothing except shoes and hat, and can be put on inside of five minutes, and is let to passengers on transatlantic steamers at the low price of FIVE DOLLARS A TRIP.

"This life-dress is one of the most valuable inventions—perhaps the most valuable—to be found anywhere. It is an absolute preserver of life in the event of wreck or fire or any form of sea-accident, by which the vessel is destroyed. Had the Schiller, or any of the lost fleets of past years, been amply provided with these suits, no one life—except, perhaps, some infant's—need have been lost. Scarcely one of all the ships which in the past have sailed silently away and have never afterwards furled their sails and come to the shore again, would have gone down unstoried, with no survivor left to tell the dismal tale of collision, of ice-pack, of breakers, of hidden rock, of fire, or of destructive gale, had each and all borne these suits as a part of the outfit. With the history of the past strewn with wrecks of preciously freighted ships, who shall say that any device which robs shipwreck of its chief terrors, is not one of vast importance and priceless value?"

This Company also own THE BEST LIFE PRESERVER IN THE WORLD—can be adjusted in one second. It can be carried in the pocket. No person traveling either on the lakes, or river steamers, should be without one.

Call and see both the above, or send for pamphlet.

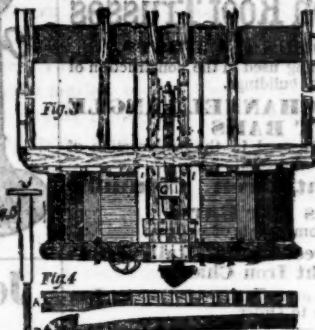
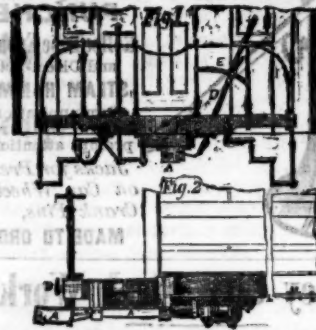
THE AMERICAN LIFE-SAVING SUIT CO.,

14 New Church St. (Near Dry),

NEW YORK

MILLER'S TRUSSED PLATFORMS, COMPRESSION BUFFERS & AUTOMATIC COUPLERS FOR RAILROAD PASSENGER CARS.

Send for Illustrated Pamphlet,



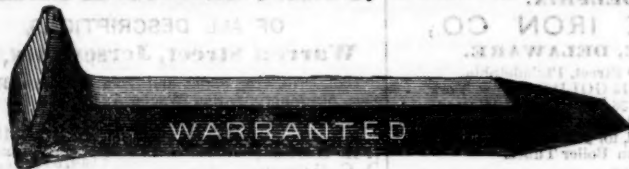
and call and see working Models.

OFFICE: 6 Park Place, New York.

E. MILLER, Patentee.

CORYDON WINCH,

Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.

MISFIT CARPETS.

English Brussels, Three-Ply and Ingrain, also, Stair Carpets, Velvet Rugs, Crumb Cloths, Oil Cloths, etc., very cheap at the Old Place, 112 FULTON STREET, NEW YORK.

Carpets carefully packed and sent to any part of the United States free of charge.

Send for Explanatory Circular.

J. A. BENDALL.

EDWARD W. SERRELL, CIVIL ENGINEER,

78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

PATENTS.

T. D. STETSON,
Solicitor of American and Foreign Patents

23 Murray Street, New York,

(Near New Post Office.)

Send for circular.

Stuart Willis,

ATTORNEY AND COUNSELOR AT LAW.

NOTARY PUBLIC.

182 Broadway, New York.

Special attention paid to Railroad, Mining and Manufacturing Interests.

OFFICES TO LET,

WITH ALL THE MODERN IMPROVEMENTS,
SPLENDID LIGHT & VENTILATION, SUITABLE

FOR

Banks, Bankers, Brokers, Merchants, Lawyers,
Railway, Insurance, and other Companies,

IN BUILDINGS

38, 39, 40, 42, 57, 64, 66, 69, 71, 73, 75 and 80

BROADWAY,

Nos. 5, 7, 17, 19, 34, 36, 49 and 53 NEW ST.

Nos. 17, 19, 21 and 38 BROAD ST.

Nos. 55 and 57 EXCHANGE PLACE.

ALL NEAR WALL STREET.

And No. 4 WALL STREET.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,

No. 71 Broadway.

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't.

WM. W. LOBDELL, Sec.

P. N. BRENNAN, Treas.

Lobdell Car Wheel Co.,
Wilmington, Del.